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## American Railroad Journal.

**New York, Saturday, January 1, 1876.**

## Railroads of the United States, January 1, 1876.

With the incoming of the new year we present our readers with our usual tabulation, showing the length of railroad in operation and the cost of construction and equipment thereof to date. It is a subject that never fails to interest—it is also one of importance, especially to those whose money is locked up in the keeping of anonymous companies. The extension of the system of railroads we already have improves the business prospects of all, and in opening up new markets to business each successive rail laid down becomes a beneficent instrument in the nation's advance to greatness and wealth. The railroad, indeed, is a wonderful invention, and in conjunction with the steam-vessel and electric telegraph,

the fruition and cap-stone of human ingenuity. To understand the value of these agents of intercourse and commerce, we need only place ourselves (in imagination) fifty years back in the records of time, when the common earth-road was the only line of travel, and the sail ship or canal boat the usual carriers of our commerce. These—the railroad, the steamship and telegraph—have indeed annihilated time and space, and opened to man new worlds with which they have made communication marvelously convenient, safe and rapid.

The first railroad built in the United States was the Granite Railroad, connecting the quarries in the town of Quincy, Mass., with the Neponset River, a distance of about three miles. It was chartered March 4, 1826, and opened for use in April, 1827. The purpose of this road was patriotic, its main object being the supply of granite for the Bunker Hill Monument. Three years later several other roads were partially completed, and the reign of the locomotive steam-engine inaugurated. Among the first steam roads opened were the Baltimore and Ohio, the South Carolina, and the Mohawk and Hudson, portions of which were operated by steam-power in the latter half of the year 1830. The total mileage in operation at that date was about 40 miles. The success of these roads satisfied the public mind that the new means of transportation was a necessity to the country, and they were looked upon as the most efficient instruments for settling and developing the vacant interior. Hence their progress was rapid. In 1840, ten years later, there were, chiefly on the Atlantic Slope, about 2,800 miles. By 1850 the lines had increased their length to 7,500 miles, of which but a small portion was located in States west of the Alleghenies. During the succeeding decade the great lines westward from the Hudson, the Delaware and the Chesapeake, were brought into use, and the rail had been spread over a large part of the country lying eastward of the Mississippi, the total length in 1860 be-

ing about 23,800 miles. In the intervening decade the Mississippi had been reached and crossed, and railroads built in Missouri (chiefly by State loans,) and Iowa. Kentucky, Tennessee (State-aid,) and the States south to the Gulf had been liberally furnished with railroads. The Civil War, from 1860 to 1865, brought construction almost to a stand-still; but during even this period of agitation the national legislature found time to plan and encourage the construction of those great works which now connect us with the Pacific Coast; and through the agency of which our commercial connection with China and Japan has been so successfully developed. In the decade 1860-70 the increase of railroads measured 20,000 miles, and at its close we could count 48,860 miles. At this date we were building at the rate of 5,000 to 6,000 miles a year, and the rate was maintained to the fall of 1873, when the September money-panic occurred, which speedily arrested the work in hand and brought financial ruin to several of the great works then in progress. During the last two years (1874 and 1875,) construction has been almost suspended, except on lines of immediate necessity and well-supported by foreign capitalists. There has, however, been a large amount of work done in improving and completing existing great lines, and laying down additional tracks for the accommodation of their growing business. But all further awaits the return of more prosperous times.

The year 1876—the Centennial of the Nation's birth—finds us with a net-work of railroads extending from the Atlantic to the Pacific, and from the great lakes to the Gulf of Mexico. The length in operation January 1, 1876, is 76,756 miles, and to this must be added for double tracks and sidings 14,861 miles—making the entire track in use 91,617 miles. The cost of this congeries of railroads has been \$3,941,333,197, or at the rate per mile of line of \$51,869. The following table shows the length and cost in each State and Territory:



## RAILROADS IN THE UNITED STATES, JANUARY 1, 1876.

STATES, ETC.	Track in Miles.			Cost of Road, Equipment, &c., &c.
	Main and Branch.	2d &c., and Side Track.	Total Track.	
Maine.....	962.28	117.92	1,080.20	\$41,311,209
New Hampshire.....	937.29	91.79	1,029.07	34,002,711
Vermont.....	843.79	111.17	954.96	46,117,119
Massachusetts.....	1,804.26	903.84	2,708.10	103,218,769
Rhode Island.....	192.31	84.22	276.53	9,319,722
Connecticut.....	976.39	216.17	1,192.56	59,214,219
New England States.....	5,716.32	1,525.10	7,241.42	\$293,273,749
New York.....	5,661.13	2,265.28	7,926.41	\$407,213,722
New Jersey.....	1,601.72	1,003.14	2,604.86	161,719,333
Pennsylvania.....	6,292.51	2,295.81	8,590.32	451,312,718
Delaware.....	279.82	73.91	353.73	6,168,379
Maryland and District of Columbia.....	1,189.30	758.23	1,947.53	59,573,581
West Virginia.....	576.93	102.11	679.04	61,307,801
Middle Atlantic States.....	15,601.41	6,500.48	22,101.89	\$1,147,000,534
Virginia.....	1,639.01	151.02	1,790.03	\$76,129,714
North Carolina.....	1,434.74	89.92	1,524.66	40,822,719
South Carolina.....	1,388.94	92.51	1,481.45	99,317,411
Georgia.....	2,259.33	169.71	2,429.04	59,101,818
Florida.....	475.70	13.01	488.71	17,691,654
South Eastern States.....	7,197.72	516.17	7,713.89	\$233,062,816
Alabama.....	1,916.09	168.71	2,084.80	\$70,895,533
Mississippi.....	1,033.02	119.21	1,152.23	43,001,792
Louisiana.....	560.00	97.28	657.28	30,117,002
Texas.....	1,897.88	137.16	2,035.04	57,818,901
Arkansas.....	768.13	42.92	811.05	43,752,718
Tennessee.....	1,702.29	113.05	1,815.34	58,319,552
Kentucky.....	1,397.23	124.81	1,522.04	62,728,511
Gulf and South Western States.....	9,079.64	803.14	9,882.78	\$366,134,009
Ohio.....	4,597.66	1,215.22	5,812.88	\$283,729,218
Michigan.....	3,504.19	801.18	4,305.37	149,722,617
Indiana.....	3,972.29	629.25	4,601.55	173,107,999
Illinois.....	7,039.23	1,241.67	8,280.90	371,319,705
Wisconsin.....	2,439.01	237.19	2,676.20	98,417,987
Interior (East of Mississippi) States.....	21,552.38	4,124.52	25,676.90	\$1,081,297,526
Minnesota.....	1,949.82	116.19	2,066.01	\$95,312,171
Dakota Territory.....	292.54	9.11	301.65	6,059,671
Montana Territory.....	3,869.32	327.18	4,196.50	146,922,716
Iowa.....	1,227.71	76.92	1,304.63	54,117,317
Nebraska.....	466.00	34.54	500.54	27,240,557
Wyoming Territory.....	8,080.13	297.22	8,377.35	141,717,201
Missouri.....	2,161.59	187.29	2,348.88	73,221,351
Kansas.....	721.13	37.91	759.04	31,322,712
Colorado.....	276.73	13.97	290.80	13,719,222
New Mexico Territory.....	13,995.07	1,100.33	15,095.40	\$694,632,918
Indian Territory.....	1,792.62	187.29	1,979.91	\$93,142,918
California.....	671.39	41.28	712.67	58,209,117
Nevada.....	609.71	32.05	641.76	42,788,197
Utah Territory.....	378.57	21.31	399.88	18,934,712
Arizona Territory.....	161.29	9.41	170.70	7,856,701
Oregon.....	.....	.....	.....	.....
Washington Territory.....	.....	.....	.....	.....
Idaho Territory.....	.....	.....	.....	.....
Pacific States, etc.....	3,613.58	291.34	3,904.92	\$225,981,645

## GENERAL RECAPITULATION BY SECTIONS.

SECTIONS.	Track in Miles.			Cost of Road, Equipment, &c., &c.
	Main and Branch.	2d &c., and Side Track.	Total Track.	
New England States.....	5,716.32	1,525.10	7,241.42	\$293,273,749
Middle Atlantic States.....	15,601.41	6,500.48	22,101.89	\$1,147,000,534
South Eastern States.....	7,197.72	516.17	7,713.89	\$233,062,816
Gulf and South Western States.....	9,079.64	803.14	9,882.78	\$366,134,009
Interior (East of Mississippi) States.....	21,552.38	4,124.52	25,676.90	\$1,081,297,526
Interior (West of Mississippi) States.....	13,995.07	1,100.33	15,095.40	\$694,632,918
Pacific States.....	3,613.58	291.34	3,904.92	\$225,981,645
Grand Total, January 1, 1876.....	76,756.12	14,861.08	91,617.20	\$3,941,333,197
Grand Total, January 1, 1875.....	75,008.28	13,844.34	88,852.62	\$3,874,590,277
Increase during the year 1875.....	1,747.84	1,016.74	2,764.58	\$66,742,920

The progress of railroad construction in the United States is exhibited by annual gradations in the following table:

Year.	Miles.	Increase.	Year.	Miles.	Increase.
1827.....	8	.....	1854.....	11,027	2,438
1828.....	3	.....	1855.....	13,497	2,470
1829.....	28	25	1856.....	15,672	2,175
1830.....	41	13	1857.....	17,398	1,726
1831.....	64	23	1858.....	19,251	1,853
1832.....	131	67	1859.....	22,625	3,374
1833.....	573	445	1860.....	25,090	2,465
1834.....	762	186	1861.....	26,756	1,666
1835.....	918	156	1862.....	28,771	2,015
1836.....	1,102	184	1863.....	30,593	1,822
1837.....	1,431	319	1864.....	31,769	1,176
1838.....	1,843	412	1865.....	32,471	702
1839.....	2,220	377	1866.....	33,860	1,389
1840.....	2,797	577	1867.....	34,442	582
1841.....	3,319	522	1868.....	35,351	909
1842.....	3,877	558	1869.....	36,896	1,545
1843.....	4,174	297	1870.....	38,822	1,926
1844.....	4,311	137	1871.....	42,272	6,650
1845.....	4,522	211	1872.....	48,860	6,588
1846.....	4,870	348	1873.....	55,535	6,675
1847.....	5,336	466	1874.....	61,647	6,112
1848.....	5,682	346	1875.....	68,158	6,511
1849.....	6,350	668	1876.....	73,403	5,245
1850.....	7,475	1,125	1877.....	75,008	1,604
1851.....	8,589	1,114	1878.....	76,756	1,750

In the category of these tables we do not include the properly called industrial railroads, or those used solely in mines and factory districts. These are private roads, generally of short length and not used for the public transportation of persons and merchandise. In the aggregate, however, these are important, and would add materially to the length if reported among the commercial roads of the country.

Neither do we include the city passenger railroads. These also would add largely to the aggregate. They are now in operation in every city and town of importance, and also in country places where population and workshops are unusually distant from each other. In all cities and other places where they are used, urban and sub-urban passenger cars have become indispensable to the economy of the business as well as of the domestic interests of the inhabitants. Probably the whole length of city line now built exceeds 2,000 miles.

Among the communities which have most distinguished themselves in railroad construction during the year 1875, are the States of California and Nevada, and the Territory of Utah; also the States of New Jersey, New York, etc. In the first named the narrow gauge roads have been wonderfully developed, and appear to have been very successful, especially in the more mountainous districts. The longest of these, and the longest, with one exception, in the United States, is in Nevada—the "Eureka and Palisade"—which has a length of ninety miles. The "Denver and Rio Grande" alone exceeds this in length, extending, as it does, from Denver to Pueblo, 120 miles, with a branch to Carson City of 43 miles. In other parts of the Union the narrow gauge railroad has been more slowly adopted; but in several States a considerable mileage has been already built, and in nearly all new lines have been projected.

It would be impossible to note with accuracy



cy the amount of rolling stock in use on the railroads in operation. An attempt in this direction, however, has been made, and with the following results:

Locomotive		Cars.			
Sections.	lives.	Pass.	Freight.	Other.	Total.
N. E. States...	1,579	2,417	29,120	1,322	32,859
Mid. States...	4,872	5,591	164,502	2,713	173,806
S. E. States...	1,107	1,271	12,897	922	15,090
Gulf and S. W. States...	1,309	922	16,102	797	17,821
Interior, E...	5,040	3,560	112,269	1,872	117,701
Interior, W...	1,690	1,270	29,300	1,400	31,970
Pacific, etc...	597	265	5,980	475	6,720

Total .... 16,194 15,296 370,170 9,501 395,967

This enumeration, in the total, gives to each one-hundred miles 21.10 locomotive engines; 19.08 passenger cars; 482.27 freight cars, and 12.39 other (construction, working, repair, etc.) cars. The total of all cars is 513.74 to the hundred miles.

More in this country than in any other the convenience and safety of railroad locomotion has been studied and utilized. To the perfection of these pre-requisites of highest benefit to the world, inventive genius has been directed with such great success that accident to trains is scarcely probable. The substitution of steel for iron in the rail, and the improvement in mechanical appliances for the movement and transfer of trains, has conducted to a wonderful accession to safety. Where danger is latent the telegraph discloses it with intelligence and dispatch. The duplication of tracks on the great lines is progressing rapidly, and ample means by turnouts, sidings, etc., are largely and increasingly provided. With regard to rolling stock, great safety is acquired by means of patent brakes of various kinds, so that moving trains can now be stopped almost instantly and collision be modified or altogether prevented.

Among the inventions included in this category, we may mention as being the most efficient in their kind, the "Miller Trussed Platform," with compression buffers and automatic couplers; and the "Wharton Safety Switch." The first-named reduces concussion, where an accident has occurred to a minimum force, and entirely prevents that most dreaded occurrence known as the "telescoping" of the cars in train. The Wharton Switch is also automatic in its operation, and is sure to preserve a clear connection between diverging tracks. Both these valuable inventions are in use on many of the great roads of the country, and have proved to be perfect in their design and execution.

These and other inventions speak well for American genius, which has conquered so many difficulties and which is destined, in the future to greater successes. There is yet much to be accomplished in this direction, and the requirements of pleasant and safe locomotion are increasing with the progress of esthetic civilization. The best test of the high perfection to which the railroad and its moving engines have been brought in America, has been the ac-

knowledge by the world of the grand results, and their adoption by all civilized nations. Bessemer steel we owe to Europe; but the various brakes; the automatic couplers; the safety switch; the palace and hotel cars; the sleeping car; and many other of the conveniences of travel and transportation are American.

Here, as in all other countries, the railroad has worked a wonderful revolution. It has built up an empire beyond the Alleghenies in much less than the third of a century. It has developed a savage country, which is now overspread by a civilized population counted by millions; and an internal and external commerce of vast dimensions. Many cities that had no existence fifty years ago, or even twenty-five years ago, are now counted among the largest, most industrial, and wealthy in the world. Cincinnati, St. Louis, Chicago, &c., are apt illustrations; and on the far Pacific shore, San Francisco. In manufactures and commerce each of these vies successfully with cities that count their ages by hundreds of years. In the manufactures connected with railroads, though now under a passing cloud, immense numbers of men are employed, and vast millions of money are invested. The mining of coal, commenced fifty years ago, is now immense, and the product used largely on railroads and in the manufacture of iron. The annual product has reached 45,000,000 tons, of which one-half is anthracite and one-half bituminous. About 2,000,000 tons of iron are produced, and the other useful minerals in large and increasing abundance. That this change in circumstances is due chiefly to the railroad is obvious; as since its introduction as an instrument of progress the general industry of the civilized portion of the world has been multiplied ten times. A few facts in relation to the United States, and their progress under the sway of the railroad, will demonstrate this great fact:

	1830.	1875.
Railroads (miles).....	41	76,756
Settled area (sq. miles) ..	630,000	1,350,000
Population .....	12,866,000	40,000,000
Urban population .....	864,000	8,350,000
Exports to foreign countries .....	\$59,462,000	\$629,133,100
Imports from foreign countries .....	\$49,575,000	\$550,556,700
Coal produced (tons)....	632,750	45,000,000
Iron produced (tons)....	300,000	2,000,000
Cotton (bales) .....	1,000,000	4,500,000

This table shows grand results. In 1830 it cost as much time and money to transport a passenger or ton of freight to Buffalo as it now does to transport these units to San Francisco! In fact there was at that date little intercourse between the east and west—the whole interchange being then by canal, earth-road and natural water-ways, as lakes, rivers, etc. Beyond the Alleghenies population was sparse and almost isolated. Not a railroad existed in all the western country. Buffalo, Pittsburg, Cincinnati and St. Louis were small but important places. Chicago had not commenced its

career. St. Paul was a myth! San Francisco the seat of a Catholic mission! Multitudes of men yet living can bear witness to these facts. They have watched the wonderful progress, and noted the result.

In England the public railroad commenced its career in 1825, just half a century ago. The chief actor in its creation and utilization was George Stephenson; and the scene, Darlington. On the 27th of August of the year named, the Stockton and Darlington Railroad (23 miles) was opened for traffic. The semi-centennial of this event was celebrated with great eclat in August last, and was participated in by all the great lights of railroad life. Many, who at that early day had scoffed at the idea of steam travel and transportation, were there to rejoice that their adverse auguries had been frustrated, and make just acknowledgement of the fact that the railroad was a success.

With regard to the railroad prospects of the nascent year it is not wise to predict. We have already passed through a two-years' period of stagnation in railroad building. In that brief period much, however, has been done towards recovery from the pressure of the financial spasm of September, 1873; and companies having re-organized their affairs will be better able to cope with difficulties and go ahead. Abundance of money and cheap labor have already asserted their powers, the effects of which will probably lead to results that otherwise could not be attained. Good speed to the railroad and its friends!

#### The Western Links of the Canada Pacific Railway.

There can be no reason to doubt that sooner or later railway communication will be established over Dominion territory from Ocean to Ocean. But if it be true, as reported, that the Dominion Government proposes to pay British Columbia \$750,000 as compensation for the delay in completing that communication, it may be taken for granted that a considerable number of years must pass away before the Western links of the Canada Pacific shall be constructed. It may be best that this should be so, if only no serious trouble on that account be caused in British Columbia.

It must be admitted that it will be a long time before a railway through British Columbia, from the Rocky Mountains to the Pacific coast, will be needed for local purposes, and it is to be lamented that as yet no route for such a road has been found traversing the Cascade range, except such as can be made practicable at only an enormous cost. It is true, indeed, that a completed Canadian trans continental railway is required to bind together closely the Western and Central portions of Dominion territory with each other and with the Eastern Provinces, and that such a road would be likely to constitute one of the grand highways of commerce between Europe and Asia. Still no candid intelligent person will deny that it is a matter of the first importance that no serious mistake for want of exhaustive explorations be made in the route for the road through the sea of mountains to be traversed in British Columbia, and that the Dominion resources be not too heavily taxed through a hasty construction.—*St. John News.*

The Somerset Railroad, just completed to North Anson, Me., was formally opened on the 22d ult., by an excursion to Madison, Norridgewock and West Waterville.



**The 3rd Parallel Pacific Railroad.**

The following are the essential parts of the offer of the Southern Pacific Railroad Company (of California) through its Attorney and Agent, Mr. C. P. Huntington, to carry this great work to completion without the aid of a subsidy in bonds:

If the legislation on the subject of the Thirty second Parallel Pacific Railroad is to be again disturbed or amended, it would seem only justice that the equitable rights of the Southern Pacific Railroad Company in relation to the matter should be considered. In a few months, at most, they will have completed their road to the Colorado River, near Fort Yuma, and within easy reach of the rich mines of Central Arizona, while the nearest of the Eastern connecting roads is fully 1,200 miles distant, with no work being done on them. The Southern Pacific, like the Central Pacific Company, have hitherto regarded their field of operations as belonging exclusively to the Pacific water shed of the continent and have resolutely abstained from participation in any roads in the Mississippi Valley or Eastern connections.

The total distance between the eastern boundary of California and the great trunk line of Texas, connecting Galveston with St. Louis, is in round numbers 1,200 miles. There are, I understand, two or three corporations having the authority and determination to extend railroads across Texas to the Rio Grande, and either of them would doubtless be able to do so with a slight assistance from the United States or the State of Texas. Now, if Congress, in its wisdom, in view of the many and serious objections to embarking the General Government in the policy of guaranteeing or endorsing the bonds of private corporations, shall decline to accept the propositions now made before both branches, and at the same time, in view of the many advantages to be derived to the military and other departments of the Government and of the many benefits to the whole country, and particularly to the southern half of it, by the earliest completion of the Thirty second Parallel Pacific Railroad shall nevertheless desire to promote that great work of internal improvement, it can be accomplished without transcending or overstepping the authority and precedents of its legislation, and without calling on the public treasury at all. The Southern Pacific Railroad Company authorize me to say that if the act of March 3, 1871, granting lands on certain conditions for the purpose (with which conditions one of the companies has failed to comply) is so amended as to allow them to build the line, or so much of it as lies through the public domain in the Territories of New Mexico and Arizona, they will promptly construct the same for the land grant attached thereto.

The Southern Pacific Company will, notwithstanding the more difficult and forbidding character of the country, engage to build its half of the interval; or, if required, to accommodate the necessities of the several Texas corporations who desire to build westward, will build until a meeting point is reached, on or near the thirty second parallel of latitude, at the crossing point of the Rio Grande, or at a point not further east than the easterly boundary of the Territory of New Mexico, at the 103d meridian of longitude. This latter locality has already been designated as a suitable point of convergence for the several lines projected from St. Louis on the one side and New Orleans or Galveston (via Austin) on the other side, while it is in direct line for the branches to Vicksburg and Memphis and their connections through the Southern States. The importance, both for military and commercial uses (especially if it is to be done in part by the aid of the Government,) of establishing the road on the shortest portage between the navigation of the Pacific and that of the Gulf of Mexico, within the domain of the United States, should not be overlooked; and in this view the location of the main trunk line from New Orleans via Houston and Austin to the point of junction in Western Texas entitles it to

even greater consideration than the line from Shreveport, while its construction in no way lengthens or interferes with the more northerly forks.

At the California end the line is already provided with a short connection with San Francisco, the great port and emporium of that coast, and also with the port of Wilmington, on San Pedro Bay, a point 500 miles southeast of San Francisco, and by far the nearest harbor, by rail, to the Gulf. Nothing better or more suitable to the commerce of the country need be desired. But if Congress, in its superior judgment, determines to include also the harbor of San Diego, in the extreme southeast corner of our frontier, as one of the terminal of this Pacific Railroad, I am authorized to state, after careful surveys by their engineers, that this can be best done by a branch line, which the Southern Pacific Railroad Company will also undertake to construct, within reasonable time, upon the same terms and conditions as the central portion of the line.

**The First Railway.**

The 27th of September, 1875, will be long remembered in South Durham. It was the greatest gala day Darlington had ever known. Fifty years before, the first railway on which the locomotive engine ever traveled had been opened in the district, and the jubilee of the railway interest which has developed into such colossal proportions, had come. A new force, the power of which was but feebly estimated by the most sanguine, had then arisen, creating new industries and developing old ones a hundred fold, calling towns and villages into existence, and changing the whole face of the country. The little Stockton and Darlington Line, opened on the 27th of September, 1825, was the herald of this revolution, and the people of the North felt it was fitting that they should celebrate, with all the emblems of local rejoicing, the greatest landmark in our modern industrial history. The idea of celebrating the fiftieth anniversary of the opening of the Stockton and Darlington Railway originated with the Directors of the Northeastern Company, whose system is the direct result of the little line. Its twenty five miles, constructed with a capital of £125,000, and bringing in a revenue of £18,405, owning two locomotives, one carriage, and a few wagons, was the nucleus of an agglomeration of local and other lines now extending over fifteen hundred and eight miles, and having an authorized capital of £57,332,804. The one engine which first started has grown into thirteen hundred, and the passenger carriage and wagons have developed into seventy seven thousand nine hundred and forty nine carriages and wagons of all sorts and sizes, which if spread out in a straight line would extend over nearly two hundred miles. The success of the Northeastern system was heralded by that of its first progenitor, which paid a dividend the first year, and after ten years was returning fourteen and fifteen per cent. to its shareholders. Like the rest of the railways, the Northeastern has had its evil days; but it has long since taken its place as one of the best paying and best managed lines of the United Kingdom. In voting £2,000 to help to commemorate the opening of the first railway, the directors of the Northeastern were, therefore, only mindful of their due responsibilities. Their suggestion was warmly seconded not only in South Durham, but throughout the North of England, and the interest of the railway jubilee spread far and wide. It would have been strange had it been otherwise. In fifty years the railway system, of which the foundations were laid in the Stockton and Darlington, has attained enormous proportions, and by its conquests over time and space, has, with its relative, the electric telegraph, revolutionized the manufacturing, commercial, and social conditions of the civilized world. In Great Britain the twenty five miles of 1825 had become in 1874, more than sixteen thousand miles. The same year the United States could boast of over seventy four thousand miles. All the countries of Europe, in greater or less degree, have followed suit, and the iron horse and iron

road have won further triumphs in Asia and South America. The railways of the world embrace a total mileage of more than one hundred and sixty four thousand miles, the construction of which has been estimated by Sir John Hawkshaw to have cost £3,200,000,000, or about four times the amount of England's national debt.—Good Words.

**Boston and Albany Railroad.**

The receipts and expenditures of this road for the financial years which terminated September 30, 1874 and 1875, have been as follows:

Receipts:	1874.	1875.
From passengers....	\$3,015,376 86	\$2,972,454 65
" freight.....	5,283 599 21	4,328,180 74
" mails, etc.....	664,151 80	569,868 12
	\$8,963,127 87	\$7,869,553 51

Expenses:	1874.	1875.
Repairs of roadway.....	\$1,571,701 10	\$1,091,196 08
Repairs of engines..	599,455 73	806,022 95
Repairs of passenger and freight cars..	612,876 07	554,757 20
Repairs of buildings, ferry, etc.....	106,517 60	107,172 31
Transportation exp.	3,523,040 76	3,188,786 83
General expenses...	134,621 42	123,967 51
	\$6,548,211 68	\$5,871,902 88

Net income.....	\$2,414,916 19	\$2,498,050 63
From this deduct—		
Interest .....	\$485,757 71	
Ten per cent. dividends.	2,000,000 00	
Dividends on Pittsfield and North Adams R. R., six per cent....	27,000 00	
Rent one year Ware River Railroad, 5 1/2 per cent.....	41,250 00	
		2,504,007 71

Charged to contingent fund .....	\$5,957 08
Surplus at commencement of year..	\$3,559,831 47
Less amount charged to contingent fund .....	5,957 08
	\$3,553,874 39

Add premium on bonds and stock, and addition to sinking fund....	79,713 80
Total surplus for 1875.....	\$3,633,588 19

Compared with the previous year, the gross receipts of 1875 show a decrease of \$1,093,174 86, with a decrease in expenses of \$1,176,808 80, making an increase in net income of \$83,134 44. The President in his report says:

While the general depression in the business of the country, alluded to in our last report, has left its mark during the past year on the balance sheets of all our railroads, we cannot but congratulate the Stockholders of this Corporation that their property was so well prepared to meet such an emergency.

That we are able to give you at this time so satisfactory a report, is due in no small measure to the large accumulation of surplus profits, which have been from time to time invested in substantial additions to the property of the Corporation, and represent a portion of the cost of the road. From all of these investments we are now deriving direct income, and great incidental advantage in the reduced cost of maintaining a property so thoroughly built and equipped. A careful review of the traffic of the year, while showing a considerable fall off from that of 1874, establishes also the fact that we have suffered not so much from a want of business as from other exceptional causes. Thus, by an examination of tables A, B, and C, it will be found that the reduction in the volume of business bears no proportion to the falling off in cash receipts.

This result is due exclusively to the unprecedented competition that has prevailed during the greater part of the year, by which the rates of



transportation to and from the West have been forced to the lowest point known in the annals of railroading. But these tables show also the encouraging fact that there has been a gain in the number of way passengers, more than sufficient to cover the loss on the through, making the total number of passengers carried more than in any former year. The freight tables also show an increase over last year of through merchandise of about forty thousand tons, the gain being about equally divided between East and West bound freight. The tonnage from Boston to Albany and points beyond, is also the largest that we have ever reported. The decrease in the total number of tons carried as compared with 1874, is about nine per cent, while the mile tonnage, or number of tons carried a mile is but three per cent less. The improvements in progress at the date of making our last report, at East Boston, Worcester, Springfield, and Russell, have all been completed, and the three first mentioned have become sources of regular income. Four thousand additional tons of steel rails have been laid, and fifteen hundred feet of iron bridging substituted for wood. New locomotives and cars, more than sufficient to make good any depreciation have been built, and our roadway, rails, bridges, rolling stock, buildings and machinery, were never in so good a condition as at the present time.

Among the works calling for large outlays of money which have demanded the attention of the Board, everything seems now to have been completed, except the proposed improvement in the passenger accommodations at Boston. Fortunately we can enter upon this work without taxing either our income or credit for the means to carry it out. The greater part of the land requisite for the purpose has already been bought and paid for, and we have property no longer needed for the uses of the Corporation, which will furnish ample means for the completion of this work.

It would hardly be proper, perhaps in view of the experience of the past, and our hopes for the future of this country, to speak of any Railroad as a completed enterprise, but so far as the needs of the present or probable requirements for the future demand attention, we believe that your property is in a condition to challenge comparison with that of any railroad in the country.

While we have dwelt with some satisfaction upon the material strength and prosperity of the Corporation, enabling us as it will, to meet every just demand of our patrons, and to afford to the public the highest grade of service at so low a cost; it will be a source of gratification to you also, to know that the financial condition of your property was never so well assured as at the present time. The past year has been one that could not fail to test the real condition of every business enterprise. Mindful of this fact, your directors have watched with unusual care the operations of the road, and have endeavored to regulate its affairs with a true regard for the rights and interests of all concerned, the public, the stockholder and the employee. At the close of the year they made a thorough inspection of the road, and after a careful examination into its material and financial condition, are led to the conclusion that with faithful and judicious management, is must continue to be an investment from which its owners may expect in the future, as in the past, their regular dividends.

The company have 65 passenger and 174 freight locomotives; 166 passenger, 47 baggage and postal, 4,562 merchandise, and 509 other cars. Also, 98-234ths of 55 passenger, 3 express, 5 post office, and 10 baggage cars of the New York and Boston Express Line.

The number of miles run by locomotives with passenger trains, was 1,887,340; with freight trains, 3,438,576; with gravel trains, etc., 83,400—total, 4,909,216.

The number of through passengers carried, was 66,261; way do., 5,898,216—total 5,964,477.

Number of passengers carried one mile, 119,720, 916.

The total number of tons moved was 2,439,472, of which 587,150 went west, and 1,872,322 east. The through tonnage westward, from Boston to Albany, amounted to 121,414; do. eastward, 621,716. All other tonnage westward, 445,736; do. eastward, 1,250,606. Equivalent number of tons carried one mile, 282,809,789—equal to 1,411,549 tons carried over the whole road.

An aggregate of 402,030,705 passengers or tons of freight carried one mile in 1875, against 412,735,655 passengers or tons of freight carried one mile in 1874.

The cost of transportation of each passenger and each ton of freight one mile this year has been 1.111 cents, against 1.227 cents in 1874.

It will be observed, by reference to the balance sheet, that the income or profit accounts have been consolidated. The sinking fund profits amounting to \$1,677,912 33, together with the premium on stock and bonds (\$263,037 09), and premium on bonds and stock, and additions to sinking fund realized this year (\$79,713 80), have been united into a reserve fund, to which a sum sufficient to carry the same to \$3,000,000 is added from the contingent fund, leaving the contingent fund \$638,588 19.

#### TRIAL BALANCE, SEPTEMBER 30, 1875.

Cost of road and equipment.....	\$28,592,957 30
Cost of South Boston property.....	442,722 73
Hudson River bridges.....	475,485 00
Notes receivable.....	72,743 48
Materials.....	1,409,075 82
Real estate and land.....	119,678 96
Ledger balances due from individuals and corporations.....	427,818 69
Trustees Albany sinking fund.....	132,826 22
West Stockbridge R. R. stock.....	13,000 00
Cash.....	521,396 66
	\$32,207,704 36
Capital stock, 200,000 shares.....	\$20,000,000 00
Albany City bonds.....	103,000 00
W. R. R. bonds.....	246,000 00
Seven per cent bonds.....	5,000,000 00
Six per cent bonds.....	1,000,000 00
Unclaimed dividends and interest.....	29,481 42
Dividend No. 16.....	1,000,000 00
Dividend No. 59, P. and N. A. R. R., January 1, 1876.....	18,500 00
Dividend No. 4, Ware River R. R.....	20,625 00
Notes payable.....	1,161,509 75
Reserved fund.....	3,000,000 00
Contingent fund.....	638,588 19
	\$32,207,704 36

President.—C. W. CHAPIN, Springfield.

Vice President.—D. WALDO LINCOLN, Boston.

Directors.—C. W. Chapin, Ignatius Sargent, Moses Kimball, Ginery Twichell, D. Waldo Lincoln, Henry Colt, George O. Crocker, Edward B. Gillett, J. H. Chadwick, Charles L. Wood, Lewis R. Norton, John Cummings, Francis B. Hayes.

Gen'l Manager.—WILLIAM BLISS, Springfield.

Gen'l Sup't.—C. O. RUSSELL, Springfield.

Assistant Sup't.—WALTER H. BARNES, Boston.

Assistant Superintendent.—J. B. CHAPIN, Albany.

Treasurer.—C. E. STEVENS, Boston.

A dispatch from Los Angeles says a large meeting was held there on the 29th ult. to take steps to extend the Los Angeles and Independence Railroad to connect with the Union Pacific. A letter was read from Senator Jones promising co-operation. A committee was appointed to proceed to Salt Lake City in the interests of the road.

#### Columbus and Toledo Railroad.

In a recent conversation with M. M. Green, Esq., President of the Columbus and Toledo railroad, the following facts, in reference to the progress of construction and present condition of the road, were ascertained:

Seven thousand tons of iron rails have been purchased in Columbus, and three thousand tons of steel rail have been purchased in Cleveland. This amount of iron will be laid so soon as the weather will permit. The track laying will commence at Delaware, and from this point rails will be laid northward and southward. If suitable gravel can be obtained in this vicinity, the gravel trains will also be started from this city.

The grading of the road has been pushed with extraordinary energy. Four hundred and fifty thousand yards of embankment and one hundred and sixty thousand yards of excavation have been made, and about all the masonry upon the line completed. And this has all been accomplished since the 1st of August last.

The company have suffered materially in settling right of way, and the greatest difficulty in this matter has been encountered in the counties of Franklin and Delaware. Since the final survey and the commencement of construction of the road, the company have paid over \$100,000 in cash for the right of way alone; and this is a tax upon their resources which the managers are feeling severely.

It is supposed by the management that regular trains will be running between Delaware and Columbus by the first or middle of May next.—*Delaware (Ohio) Herald.*

#### Texas and Pacific Railroad.

Let us compare the aid asked for the Texas and Pacific Railroad with that extended to the Union and Central Pacific Railroads. The Texas asks the Government to assure the purchasers of the company's bonds that the interest shall be paid thereon at the rate of 5 per cent. per annum; the company not to issue more than \$40,000 per mile of bonds, and not to place in the market more than \$35,000—the remaining \$5,000 to be held by the Government; the liability of the Government being simply for interest, said interest not to exceed \$2,000 per mile. Security to the Government, a first mortgage on the road and all its appurtenances. The Union Pacific Railroad received from the Government \$35,193,512 in United States bonds, and 21,080,000 acres of land. The Central Pacific Railroad received from the Government \$27,855,680 in United States bonds, and 13,222,400 acres of land. A joint subsidy for the present through Pacific Railroad of \$62,995,192 in money, 34,303,400 acres of land. Security to the Government, a second mortgage. All that the Texas Pacific has ever received from the Government is 15,000,000 acres of land. All it asks in addition is credit to enable it to put its own bonds on the market and realize the money needed to complete the road.—*San Diego Union.*

#### The Postal Treaty with France.

The general postal union treaty goes into operation in France on the 1st of January, 1876. The postal union rates of five cents per one half ounce on letters, two cents for postal cards, two cents for newspapers each if not exceeding four ounces, and two cents per two ounces for other printed matter and patterns of merchandise, will take effect on the date named. For correspondence from the United States addressed to France and Algeria, and also for correspondence addressed to Spain, including the Balearic Isles, the Canary Islands, the Spanish possessions on the Northern Coast of Africa, and the postal establishments of Spain upon the Western Coast of Morocco, the postal union territory will then include the whole of Europe without exception, together with Asia, Africa, Russia, Asiatic Turkey, and Egypt, and, of course, the United States also.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,280,000	J. & J.	July '75 34	Long Island.....50	2,000,000	M. & H.	May '73 10a	Vermont and Mass.....100	12,800,000	A. & O.	Oct. '75 2
Allegheny Valley.....50	2,356,350	J. & J.	July '74 4	Louisv., Cin. and Lex..50	1,623,483	J. & J.	July '69 3	Warren (N. J.).....100	1,800,000	J. & D.	Dec. '74 3
Atlanta and West Point.100	1,232,200	J. & J.	July '74 4	..... pref.100	848,700	J. & J.	Jan. '74 44	Warwick Valley.....100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf.....100	3,663,200	J. & J.	Sept. '75 3	Louisville & Nashville.100	8,980,000	F. & A.	Feb. '74 4	Westchester & Phil. pref.100	321,500	J. & J.	Jan. '75 4
..... guar.100	786,478	M. & N.	Nov. '73 34	Louisv., N. Alb. & Chi.100	3,000,000	J. & D.	Dec. '70 3	West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Atlantic and St. Law*.....100	30,494,900	M. & N.	Sept. '75 3	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '75 3	Winchester & Potomac*100	180,000	J. & J.	July '75 3
..... new 1870.100	1,500,000	A. & O.	Jan. '75	Lykens Valley.....20	600,000	F.M.A.N.	Aug. '75 24	Winchester and Strasburg*100	600,000	J. & J.	July '75 34
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '75	Macon and Western.....100	2,500,000	J. & J.	July '75 5	Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '76 34
Baltimore and Ohio.....100	18,151,932	M. & N.	Nov. '75 5	Maine Central.....100	3,400,500	M. & N.	Nov. '75 5	HORSE-POWER R. R.			
Washington Br.....100	1,650,000	A. & O.	Apr. '75 5	Manchester and Law.....100	1,000,000	M. & N.	Nov. '75 5	Albany City.....100	110,300	—	—
Berkshire.....100	320,500	quarterly	Oct. '75 0	Marietta & Cincinnati. 50	1,408,912	—	—	Baltimore City.....25	800,000	—	—
Boston & Corning*.....50	633,200	J. & D.	Dec. '72 24	..... 1st pref. 50	4,600,368	M. & S.	Sep. '66 3a	Bleecker St. & Fy. (N.Y.)100	900,000	—	—
Boston and Albany.....100	20,000,000	N. & N.	Nov. '75 5	..... 2d pref. 50	400,000	F. & A.	Sep. '66 3a	Boston and Chelsea.....100	110,000	A. & O.	Oct. '75 4
Bos., Cin. & Fitchb. pref.100	60,000	J. & D.	Dec. '75 5	Massachusetts.....100	5,312,725	J. & D.	Jan. '69 3	Broadway (Brooklyn).100	200,000	J. & J.	Jan. '75 5
Agricultural Br. guar.100	800,000	M. & N.	May '75 3	Memphis & Charleston* 25	18,738,204	J. & J.	Jan. '73 4a	Broadw. & 7th Av. (N.Y.)100	2,100,000	J. & D.	Jan. '75 3
Boz. Con. & Mont. pref.100	3,200,000	J. & J.	July '75 0	Michigan Central.....100	323,375	J. & J.	July '75 5	Brooklyn City.....100	1,500,000	F.M.A.N.	Aug. '75 3
Boston and Lowell.....500	6,921,274	M. & N.	Nov. '75 4	Mill Creek & Minehill* 50	15,899,261	J. & J.	Dec. '70 7a	Brooklyn City & Newt.100	600,000	J. & J.	July '70
Boston and Maine.....100	3,200,000	M. & N.	Nov. '75 4	Milwaukee and St. Paul.100	12,274,483	F. & A.	Aug. '74 34b	Brooklyn and Jamaica.....100	488,100	—	—
Boston and Providence.100	4,000,000	M. & N.	Nov. '75 4	M. Hill & Schuy. Hav.* 50	8,566,450	J. & J.	July '75 34	Bushwick (Brooklyn).100	302,000	J. & J.	July '71 34
Buffalo, N. Y. & Erie*.....100	9,600,000	F. & A.	Aug. '74 34	Morris and Essex*.....100	14,008,100	J. & J.	Jan. '76 34	Cambridge.....100	800,500	A. & O.	Oct. '75 44
Burlington and Mo. Riv.100	5,254,203	M. & S.	Sept. '75 5	Nashua and Lowell.....100	800,000	M. & N.	Nov. '75 0	Can. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '75 24
..... pref.100	1,485,900	M. & S.	Sept. '75 5	Naugatuck.....100	1,882,900	F. & A.	Feb. '75 54	Citizens' (Phil.).....50	500,000	J. & J.	Jan. '75 9
Camden and Amboy*.....100	6,847,400	quarterly	Jan. '76 24	Nesquehoning Valley* 50	1,000,000	M. & S.	Sep. '75 5	Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Camden and Atlantic.....50	377,400	quarterly	Jan. '76 2	Newark and N. York*.....100	977,400	J. & J.	Jan. '75 34	Coney Island & Brookl. '0	500,000	—	—
..... pref. 50	838,469	quarterly	Jan. '76 2	N. Bedford.....100	1,078,500	M. & N.	Nov. '75 4	D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N.	Aug. '75 2
Cape Cod.....60	1,020,330	J. & J.	Jan. '72 34	N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '75 24	Elizabethtown & Newark. 100	1,000,000	J. & J.	Jan. '75 0
Cape May and Millville* 50	447,000	J. & D.	June '75 5	N. Haven & Northamp.100	605,000	quarterly	Sep. '72 3	Frank & Southw. (Ph.) 50	200,000	—	—
Canaanqua & Pogueval. 50	426,900	Novemb.	Nov. '71 6	New Jersey.....100	7,295,200	quarterly	Jan. '76 24	Germantown (Ph.).....50	1,000,000	J. & J.	July '75 3
Catawissa.....50	1,159,500	—	—	New London Northern*100	1,181,800	quarterly	Oct. '75 2	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
..... pref. 50	2,000,000	M. & N.	Nov. '75 24	N. Y. Cen. & Hudson R.100	99,428,330	quarterly	Jan. '76 2	Grand St. and Newton.100	170,000	J. & J.	July '71 2
..... 2d pref. 50	1,000,000	M. & N.	Nov. '75 24	New York and Harlem.100	8,500,000	J. & J.	Jan. '76 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '75 4
Cayuga and Susq*.....50	589,116	J. & J.	July '75 4	..... pref.100	1,500,000	J. & J.	Jan. '76 5	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N.	Nov. '75 1	N. Y., N. H. & Harf.100	15,500,000	J. & J.	Jan. '76 5	Highland.....100	200,000	M. & N.	Nov. '75 14
..... pref.100	709,600	F. & A.	Aug. '75 34	N. Y. Provid. & Boston.100	2,500,000	quarterly	July '75 24	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 0
Central of Georgia.....100	4,666,800	J. & J.	July '75 5	Nig. Bridge & Canand*100	1,000,000	J. & J.	July '75 5	Lynn and Boston.....100	200,000	—	—
Central of New Jersey.100	20,000,000	J. & D.	Oct. '75 24	North Carolina*.....100	4,900,000	irregular	Jan. '73 5	Malden and Melrose.....100	200,000	—	—
Central Ohio.....50	2,425,000	J. & D.	Dec. '75 3	N. Eastern (S. C.) pref.100	96,000	M. & N.	May '67 4	Metropolitan (Boston). 50	1,500,000	J. & J.	Jan. '76 4
..... pref. 50	400,000	J. & D.	Dec. '75 3	North Pennsylvania.....50	3,866,500	F. & A.	Aug. '75 3	Middlesex (Boston).100	400,000	M. & N.	Nov. '75 3
Central Pacific.....100	54,275,500	A. & O.	Oct. '75 4a	Northern Central.....50	8,842,000	M. & N.	July '74 34	Ninth Avenue (N. Y.)100	197,320	—	—
Chomung.....100	880,000	quarterly	July '75 14	Northern N. Hampsh.100	8,068,400	J. & D.	Dec. '75 74	Orange and Newark.....100	282,555	—	—
Cheshire, preferred.....100	2,100,000	J. & J.	July '75 2	Northern New Jersey* 100	1,000,000	J. & J.	July '74 4	Philadelphia City.....70	760,000	J. & J.	July '75 5
Chicago and Alton.....100	9,929,900	M. & S.	Sept. '75 4	Ordneg & Worcester*.....100	2,804,400	J. & J.	Jan. '76 5	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
..... pref.100	2,425,400	M. & S.	Sept. '75 4	Ogden & L. Champl.* 100	3,077,000	J. & J.	July '75 3	Phila. and Grey's Ferry 50	244,775	J. & J.	July '75 2
Chicago, Burl. & Quincy.100	10,988,910	M. & S.	Sept. '75 3	..... pref.100	2,000,000	A. & O.	Oct. '75 4	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July '75 4	Ohio and Mississippi.100	20,000,000	quarterly	Mar. '75 34	Second Avenue (N. Y.)100	888,100	J. & J.	July '75 2
Chicago & N. Western.100	14,994,600	J. & D.	Dec. '72 34	..... pref.100	4,030,000	J. & D.	Mar. '75 34	Second & Third St. (Ph.) 10	962,100	J. & J.	July '75 5
..... pref.100	21,455,653	J. & J.	July '75 34	Oil Cr. & Allegheny R. 50	4,259,450	quarterly	Jan. '74 3	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Chicago, R. I. & Pacific.100	28,000,000	A. & O.	Oct. '75 4	Old Colony.....100	6,663,104	J. & J.	Jan. '76 3	Sixth Avenue (N. Y.)100	750,000	M. & N.	Nov. '74 5
Cin. Ham. & Dayton.....100	8,600,000	A. & O.	Apr. '73 4	Oswego and Syracuse*.....100	482,400	F. & A.	Aug. '75 4	Third Avenue (N. Y.)100	1,170,000	F.M.A.N.	Nov. '75 24
Cin. Sand. and Cleve*.....100	2,980,550	A. & O.	Apr. '72 10a	Pacific of Missouri.....100	3,835,780	quarterly	Oct. '75 14	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '76 2
..... pref. 50	413,150	M. & N.	Nov. '75 2	Panama.....100	7,000,000	quarterly	Oct. '75 3	23d street (N. Y.).....50	600,000	J. & J.	Jan. '75 4
Clev. Col. Cin. & Ind.100	14,991,275	F. & A.	Feb. '75 34	Paterson and Hudson*.....100	632,000	J. & J.	July '75 4	Somerville (Boston).....100	98,000	M. & N.	Nov. '75 3
Cleveland & Mahoning* 50	2,067,569	M. & N.	May '74 34	Paterson and Newark* 100	250,000	J. & J.	Jan. '75 3	South Boston.....50	450,000	quarterly	Jan. '76 24
Cleveland & Pittsburg* 50	11,236,150	F.M.A.N.	Nov. '75 14	Paterson and Ramapo* 50	248,000	J. & J.	July '75 34	Union (Boston).....100	356,500	J. & J.	July '75 5
Col. Chic. & Ind. Cen.*100	13,000,000	M. & S.	Dec. '75 2	Pember & Hightstown* 50	342,150	J. & J.	Jan. '75 3	Union (Phila.).....50	400,000	J. & J.	July '75 8
Columbus and Xenia*.....100	1,786,800	M.J.S.D.	Dec. '75 2	Pennsylvania.....100	68,144,475	quarterly	Aug. '75 4	West Philadelphia.....50	400,000	J. & J.	July '75 10
Colum. & Hooking Val.100	2,500,000	F. & A.	Aug. '75 4	Phil. Ger. & Norristown* 50	32,626,250	M.J.S.D.	Dec. '75 3	CANALS.			
Concord.....100	1,500,000	M. & N.	Nov. '75 5	Philadelphia & Reading 50	32,626,250	quarterly	Jan. '76 24	Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
Concord and Ports*.....100	850,000	J. & J.	July '75 34	Phila. and Trenton*.....100	1,551,300	quarterly	Jan. '76 24	Chesapeake and Ohio.....25	8,229,594	—	—
Conneaut and Passump Riv.1 0	2,100,000	F. & A.	Feb. '75 3	Phila. Wil. & Balt.....100	1,259,100	quarterly	Jan. '76 24	Delaware Division.....50	1,633,550	F. & A.	Aug. '75 4
Connecticut River.....100	2,100,000	J. & J.	Jan. '76 4	Pittab, Ft. W. & Chi.*100	11,524,250	J. & J.	Jan. '76 4	Delaware and Hudson*100	20,000,000	F. & A.	Aug. '75 5
Cumberland Valley.....50	1,292,850	A. & O.	Oct. '75 5	..... Special Imp.100	19,714,255	quarterly	Jan. '76 14	Delaware and Hudson*100	5,847,400	quarterly	Jan. '76 24
..... 1st pref. 50	241,300	A. & O.	Oct. '75 4	Pittsfield & N. Adams.100	460,000	quarterly	Jan. '76 14	Erie of Pennsylvania.....50	64,000	—	—
..... 2d pref. 50	243,900	A. & O.	Oct. '75 4	Port and Keenebec.....100	616,700	J. & J.	Jan. '75 3	Lehigh Coal & Navigt. 50	9,949,500	J.S.D.M.	Dec. '75 2
Danbury and Newwals.....50	630,000	J. & J.	Dec. '74 14	Yarmouth certificates.100	202,400	J. & J.	Jan. '75 3	Monongahela Navigt. 50	1,003,500	J. & J.	Jan. '75 3
Delaware.....100	1,320,950	J. & J.	July '75 3	Portl., Saco & Forium.100	1,500,000	A. & O.	Apr. '72 9	Morris (consolidated).100	1,025,000	F. & A.	Feb. '75 2
Del., Lackaw. & Westn. 50	23,500,000	quarterly	Oct. '75 24	Providence & Worcester.100	2,000,000	J. & J.	July '75 5	" (preferred).....100	1,175,000	F. & A.	Feb. '75 5
Detroit & Milwaukee* 50	822,140	J. & D.	Dec. '69 7	Raleigh and Gaston.....100	1,600,000	J. & J.	July '75 6	Pennsylvania.....100	4,337,560	F. & A.	July '75 30c
..... pref. 50	2,096,000	J. & D.	Dec. '69 7	Rensselaer & Saratoga*100	6,000,000	J. & J.	July '75 4	Schuy. Nav. (common)* 50	1,908,207	F. & A.	July '75 30c
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '75 3	Roch. & Genesee Val.*110	555,200	J. & J.	July '75 5	Susq. and Tide Water* 50	2,002,746	—	—
East Pennsylvania*.....50	1,309,200	J. & J.	July '75 3	Rome, Watert. and Ogd.100	2,998,900	J. & J.	July '75 3	Union.....50	2,907,850	—	—
East Mahanoy.....50	392,950	J. & J.	July '75 2	Rutland*.....100	2,478,700	F. & A.	Feb. '75 34a	W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '75 -
Eastern (Mass.).....100	4,997,000	J. & J.	July '75 3	..... pref.100	100,000	J. & J.	July '71 2	MISCELLANEOUS.			
Eastern (N. H.).....100	492,500	J. & J.	July '75 3	St. Croix and Penobscot.100	2,300,000	—	—	Adams Express.....100	12,000,000	M.J.S.D.	Dec. '75 2
Elmira, Jct. & Canand* 100	600,000	F. & A.	Aug. '74 24	St. L., Alt. & T. Maute.100	2,040,000	—	—	American Coal.....25	1,500,000	M. & S.	Mar. '75 3
Elmira & Williamsport* 50	500,000	M. & N.	May '75 24	St. L., Kan. C. and North.100	10,000,000	F. & A.	July '74 3	American Express.....100	18,000,000	J. & J.	Jan. '75 3
..... pref. 50	78,000,000	J. & J.	Oct. '73 1	St. L., Kan. C. and North.100	12,000,000	—	—	Atlantic Mail Steamship100	4,000,000	M.J.S.D.	Dec. '67 24
Erie Railway.....100	8,636,910	M.J.S.D.	Sept. '75 14	Saratoga and Schenec* 100	300,000	A. & O.	Apr. '75 34	Calumet and Hecla Mining. 30,000 rbs	30,000 rbs	F.M.A.N.	Nov. '75 35
Erie and Pittsburg.....50	1,000,250	J. & J.	Jan. '76 4	Schuykill Valley*.....50	576,050	J. & J.	July '75 24	Canton.....100	731,250	—	—
Fitchburg.....100	4,000,000	J. & J.	July '75 4	Seaboard and Roanoke.....100	1,151,400	M. & N.	Nov. '75 4	Consolidation (Md.) Coal.100	10,250,000	M. &	



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic &amp; Pacific:</b>													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,538	502,087	468,671	397,485	397,729	4,948,679
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
<b>Central Pacific:</b>													
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,872,632
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,253,000	14,405,479
1875.....	890,000	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	1,561,000	1,606,000	1,508,000	.....	.....
<b>Chicago and Alton:</b>													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,353	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
<b>Chicago and Northwestern:</b>													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago, Mil. &amp; St. Paul:</b>													
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	373,761	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
<b>Clev., Col., Cin. &amp; Ind.:</b>													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,406	260,169	274,021	249,351	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,681	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
<b>Erie:</b>													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	19,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,465,550	1,687,772	1,577,945	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,016,005
1875.....	1,164,975	1,101,631	1,074,743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Illinois Central:</b>													
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,913	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	551,534	458,153	586,188	586,716	594,764	599,928	702,784	651,302	737,834	841,432	787,854	.....	.....
<b>Kansas Pacific:</b>													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,331,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,667	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
<b>Lake Shore &amp; Mich. South'n:</b>													
1870.....	899,389	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,733	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,123	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
<b>Marietta &amp; Cincinnati:</b>													
1872.....	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
<b>Michigan Central:</b>													
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,038	457,853	452,330	617,291	537,031	506,904	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,460	481,568	6,129,555
1875.....	423,475	372,988	513,564	480,280	455,209	.....	.....	.....	.....	.....	.....	.....	.....
<b>Mo., Kan. &amp; Texas:</b>													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
<b>Ohio and Mississippi:</b>													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,720	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,678	3,612,776
1875.....	245,969	244,983	309,908	273,441	257,971	256,772	.....	.....	.....	.....	.....	.....	.....
<b>Philadelphia and Reading:</b>													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,684
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,



# AMERICAN RAILROAD JOURNAL.

## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
<b>National Securities, Dec. 1, 1875.</b>											
Loan of June 14, 1858.....registered	\$200,000	5	Jan. & July.	1874	119	Massachusetts—(\$29,465,204):	650,000	5	Jan. & July.	1894	111
Loan of February 8, 1861.....registered	13,794,000	6	Jan. & July.	1880	123	.. Lunatic Hospital Loan, 1874.....	400,000	5	" " "	1894	111
.. coupon	4,621,000	6	" " "	1880	123	.. Harbor Land Improvement bonds, 1874.....	220,000	5	May & Nov.	1880	111
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	119	.. Back Bay Land bonds, 1861 and 1862.....	1,850,000	6	Jan. & July.	77-78	115
Loan of July 17, and Aug. 5, 1861.....registered	125,900,350	6	Jan. & July.	1881	123	.. Union Defense Loan, 1861.....	60,000	5	June and Dec.	77-78	110
.. coupon	63,421,000	6	" " "	1881	123	.. Union Defense Loan, 1862.....	888,000	5	Jan. and July.	1883	110
Loan of Feb. 25, 1862 (5-20s).....registered	53,688,300	6	May & Nov.	1882	119	.. Coast Defense Loan, 1863.....	8,380,244	5	" " "	1894	109
.. coupon	21,316,700	6	" " "	1882	119	.. Bounty Fund Loan, 1863 and 1864.....	999,944	5	" " "	1899	109
Loan of March 3, 1863 (5-20s).....registered	53,688,300	6	Jan. & July.	1881	123	.. War Fund Loan, 1869.....	10,971,992	6	Various.	88-91	109
.. coupon	21,316,700	6	" " "	1881	123	.. Troy & Greenfield R.R. & Tunnel Loan.....	3,599,020	5	Jan. & July.	1900	109
Loan of March 3, 1864 (5-20s).....registered	20,604,050	6	May & Nov.	1884	115	Michigan—(\$1,664,000):	105,000	6	" " "	1878	105
Loan of June 30, 1864 (5-20s).....registered	20,604,050	6	" " "	1884	115	.. Renewal Loan bonds, 1858.....	1,032,000	6	" " "	78-83	107
.. coupon	26,287,050	6	" " "	1884	115	.. Two Million Loan bonds, 1863.....	366,000	7	May & Nov.	1890	108
Loan of March 3, 1865 (5-20s).....registered	33,591,850	6	May & Nov.	1885	115	.. War Bounty Loan bonds, 1865.....	250,000	7	Jan. & July.	77-79	108
.. coupon	118,642,400	6	" " "	1885	115	.. State Buildings Loan, 1867 to 1869.....	230,000	7	" " "	83-03	108
.. 2d series (5-20s).....registered	69,323,500	6	Jan. & July.	1886	116	.. Railroad Aid bonds, 1868, (repudiated).....	2,275,000	7	" " "	1887	108
.. 3d series (5-20s).....registered	89,096,800	6	Jan. & July.	1887	119	Missouri—(\$17,539,000):	439,000	6	" " "	81-91	102
.. 4th series (5-20s).....registered	21,526,950	6	Jan. & July.	1887	122	.. State Debt Proper, 1865 and 1868.....	2,727,000	6	" " "	1888	102
.. coupon	14,936,500	6	Jan. & July.	1888	122	.. Consolidation bonds, 1868.....	1,100,000	6	" " "	94-96	102
Loan of March 3, 1864 (10-40s).....registered	141,643,500	5	Mar. & Sept.	1904	117	.. Funding Bonds, 1874.....	15,858,000	6	" " "	79-87	101
.. coupon	52,924,000	5	" " "	1904	117	.. Railroad Aid bonds, 1853-68.....	605,000	6	" " "	92-94	102
Consols of July 14, '70 & Jan. 20, '71 registered	211,974,400	5	F. M. A. & N.	1881	116	.. State Institution bonds, 1872 to 1874.....	160,000	10	Mar. & Sept.	1881	100
.. coupon	216,102,050	5	" " "	1881	116	Nevada—(\$160,000):	418,000	6	" " "	75-78	104
Debt matured and without interest.....(var.)	22,430,870	3	" " "	Due.	1875	.. Bonds funding floating debt, 1871.....	600,000	6	Mar. & Sept.	84-89	104
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	" " "	Irred.	1879	New Hampshire—(\$3,724,100):	500,000	6	Jan. & July.	79-80	103
Certificates of Indebtedness 1870.....(cur.)	64,623,512	6	Jan. & July.	96-99	122	.. War Loan Bonds, of 1861.....	2,206,100	6	" " "	92-95	106
Pacific R. R. Bonds (registered).....(currency)	372,541,479	6	" " "	" " "	" " "	.. War Loan Bonds, of 1864.....	1,000,900	6	" " "	78-84	108
United States Notes.....	42,556,105	6	" " "	" " "	" " "	.. State bonds, 1873.....	900,900	6	" " "	80-96	108
Fractional Currency.....		6	" " "	" " "	" " "	.. Equalization (Municipal) bonds, 1872.....	593,400	6	" " "	97-02	108
<b>State Securities, latest dates.</b>											
Alabama—(\$21,970,810):		5	May & Nov.	89-92	20	New Jersey—(\$2,496,300):	1,000,900	6	" " "	78-84	108
.. Bonds (old), extended.....	2,582,800	8	Jan. & July.	86-93	30	.. War Loan (tax free) bonds, 1861.....	900,900	6	" " "	80-96	108
.. Bonds (new), 1866, '68 '72 and '73.....	2,512,700	7	" " "	1894	109	.. War Loan bonds, 1864.....	593,400	6	" " "	97-02	108
.. Bonds (new), 1874.....	341,000	8	" " "	90-91	109	New York—(\$29,776,787):	1,057,000	7	" " "	1877	107
.. R. R. Loans (\$2,300,000) & endorsements.....	15,051,000	6	Jan. & July.	1899	38	.. Bounty Loan bonds, coupon.....	14,856,000	7	" " "	1877	109
Arkansas—(\$12,735,085):		7	" " "	1900	110	.. Bounty Loan bonds, registered.....	1,809,667	5	J. A. J. & O.	1875	114
.. Bonds (Funding), 1869 and 1870.....	1,490,000	7	" " "	1882	110	.. State (Deficiency) Stock, '83, part at will.....	889,781	6	" " "	1878	114
.. Leave bonds (warrants), 1871.....	300,000	7	" " "	1895	110	.. Canal Stock (old).....	473,000	6	June & Dec.	1875	114
.. Deficiency Bonds, 1872.....	300,000	7	" " "	1900	10	.. Canal Stock (old).....	480,000	6	Jan. & July.	1877	114
.. Bonds (for \$2,500,000), 1875.....	5,900,000	7	April & Oct.	1900	10	.. Canal Stock, 1872.....	1,662,200	6	Jan. & July.	1887	115
.. Railroad Aid bonds, 1869 and 1870.....	5,900,000	7	Jan. & July.	77-80	115	.. Canal Stock, 1873.....	847,500	6	" " "	1883	115
California—(\$3,596,500):		7	" " "	1883	115	.. Canal Stock, 1874.....	4,302,600	6	" " "	1891	115
.. Civil (S. F.) bonds, 1867 and 1869.....	95,500	7	" " "	1885	115	.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	115
.. Relief Fund bonds, 1863.....	500,000	6	" " "	1893	115	North Carolina—(\$23,419,045):	4,738,800	6	Jan. & July.	75-98	15
.. State Capitol bonds, 1870 to 1872.....	2,801,000	6	" " "	1893	115	.. Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.	75-98	15
.. Funding bonds, 1873.....	2,801,000	6	" " "	1893	115	.. Railroad and Improvement (old) bonds.....	2,383,000	6	Jan. & July.	75-98	7
Connecticut—(\$5,014,600):		6	Jan. & July.	1881	106	.. Railroad and Improvement (new) bonds.....	1,995,000	6	April & Oct.	75-98	7
.. War Loan bonds (10-30 yrs), 1861.....	508,900	6	" " "	83-84	106	.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	8
.. War Loan bonds (20 yrs), 1863 and '64.....	2,198,500	6	April & Oct.	1894	106	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	7
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	" " "	1885	106	.. Special Tax bonds.....	11,407,000	6	" " "	98-99	3
.. War Loan bonds (20 yrs), tax free, 1866.....	1,741,100	6	Jan. & July.	1885	106	Ohio—(\$7,988,205):	1,473,115	6	Jan. & July.	1875	100
Delaware—(\$1,231,000):		6	Jan. & July.	1885	106	.. Loan (sinking fund), 1860.....	4,072,640	6	" " "	1881	103
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1882	106	.. Loan (sinking fund), 1860.....	2,400,000	6	" " "	1886	105
District of Columbia—(\$12,790,000):		6	Jan. & July.	1892	106	Oregon—(\$248,027):	44,027	7	" " "	75-84	100
.. Improvement (gold) bonds, 1872.....	4,000,000	7	" " "	1893	106	.. Bounty and Relief bonds.....	200,000	7	" " "	1890	100
.. Improvement (cur.) bonds, 1873.....	790,000	7	" " "	1924	68	.. Willamette Canal and Lock bonds, 1870.....	400,000	6	April & Oct.	1879	100
.. Funding bonds, 1874, (guar. by U. S.).....	10,594,550	3.45	Feb. & Aug.	1924	68	Pennsylvania—(\$24,568,635):	483,000	5	Jan. & July.	1882	102
Florida—(\$6,431,767):		7	Jan. & July.	1891	100	.. Inclined Plane Loan, of 1849.....	3,540,500	6	Feb. & Aug.	77-78	102
.. State bonds, 1871.....	350,000	6	" " "	1903	100	.. Loans, May '62 & Apr. '62, reg. & coup.....	7,890,550	6	" " "	1877	105
.. Consolidated (gold) bonds of 1873.....	509,200	8	" " "	1890	100	.. Stock Loan of Feb. 2, 1867, 2d series.....	9,271,550	6	" " "	1882	114
.. Loan (J.P. & M. R.R.) gold bonds, 1870.....	4,000,000	8	" " "	1890	100	.. Stock Loan of Feb. 2, 1867, 3d series.....	434,850	5	" " "	72-82	100
Georgia—(\$19,823,900):		7	June & Dec.	1890	100	.. Agricultural College Land Scrip, 1872.....	500,000	6	April & Oct.	1876	100
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	var	Various.	90-91	109	Rhode Island—(\$2,638,000):	1,019,000	6	Mar. & Sept.	1882	110
.. Bonds, act March 12, 1866.....	3,600,000	6	Jan. & July.	1878	104	.. War Loan bonds of 1862.....	1,619,000	6	Various.	83-94	100
.. Bonds (gold), act Sept. 1870.....	2,098,000	6	" " "	var.	104	South Carolina—(\$14,537,295):	944,918	6	Jan. & July.	77-89	35
.. Bonds (gold), act Oct. 1870.....	1,880,000	6	May & Nov.	1881	104	.. State House Stock, 1856 to 1861.....	287,000	6	" " "	71-80	100
.. Bonds (funding), 1873.....	1,200,000	7	Jan. & July.	1881	104	.. Blue Ridge R. R. bonds, 1864.....	867,000	6	" " "	75-79	100
.. Bonds to Brunswick & Albany R.R., '70.....	1,500,000	7	April & Oct.	1879	100	.. Funding Stock and bonds, 1866.....	884,113	6	" " "	87-97	34
.. Railroad aid bonds (endorsed), 1870 & '71.....	7,545,900	7	Mar. & Sept.	1909	40	.. Funding and Conversion bonds, 1868-69.....	3,764,850	6	J. A. J. & O.	82-89	34
Illinois—(\$1,689,045):		6	Jan. & July.	1878	104	.. Land Commission bonds, 1869 and 1870.....	261,000	6	Jan. & July.	1889	37
.. Interest bonds, 1847.....	940,445	6	" " "	var.	104	.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1868	35
.. Refunded Stock bonds, 1859.....	320,000	6	Jan. & July.	83-84	104	.. Relief (Treasury) bonds, 1860.....	618,000	7	Jan. & July.	1888	35
.. Chicago Relief bonds, 1871.....	250,000	7	" " "	76-99	104	.. Consolidated bonds, 1873, reg. and coup.....	1,391,084	6	" " "	1893	35
Indiana—(\$910,000):		7	" " "	84-99	104	.. Railroad bond endorsements.....	4,707,008	var	Various.	var.	35
.. Temporary Loan bonds, 1873.....	910,000	6	Jan. & July.	83-84	104	Tennessee—(\$47,185,617):	2,641,000	6	April & Oct.	30 yrs	41
Iowa—(\$43,000):		6	Jan. & July.	76-99	104	.. State Bonds (direct).....	28,530,000	6	Jan. & July.	30 yrs	41
.. War and Defense bonds, 1861.....	300,000	6	" " "	84-99	104	.. Railroad, &c., Loan bonds.....	7,141,000	6	" " "	97-99	39
Kansas—(\$1,336,175):		6	Jan. & July.	83-84	104	.. Funding bonds, 1866 and 1868.....	6,222,000	6	" " "	1914	39
.. Funding &c. bonds 1863 to 1864.....	101,175	6	" " "	76-99	104	.. Funding bonds, 19					



## AMERICAN RAILROAD BOND LIST.

\* Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:	\$						Blue Ridge, (S. Car.):	\$					
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattahoochee:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	112 1/2
2d Mortgage.....	2,673,000	8	" "	" "	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	" "	" "	....	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	86
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	" "	" "	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	" "	" "	1890	92
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	" "	1881	98
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	87 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	116 1/2	Consol. Mortgage for \$2,000,000.	1,065,000	7	Apr. and Oct.	Boston.	1893	108
2d Mortgage.....	2,000,000	7	Apr. & Oct.	" "	1885	107	Consol. Mortgage for \$2,000,000.	344,500	6	" "	" "	1893	....
3d Mortgage.....	434,000	7	May & Nov.	" "	1881	101	Boston, Hartford and Erie:						
Albany Loan.....	933,000	6	" "	" "	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berrell).....	15,000,000	7	Jan. and July.	New York.	1900	10 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	6,000,000	7*	" "	" "	1900	19 1/2
Allegheny Valley:							Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
General Mortgage.....	3,967,000	7 1/2	Jan. & July.	New York.	1896	95 1/2	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	Apr. & Oct.	Phil. or Lond.	1900	85	Bonds of 1872 for \$1,000,000....	999,300	7	" "	" "	1892	100
Funding Income Bonds (guar.)	6,000,000	7*	" "	" "	1894	49	Boston and Maine:						
American Central:							Bonds of 1893 (comp. and reg.)...	3,200,500	7	Jan. and July.	Boston.	'92-'94	110 1/2
1st Mort., guar. by C., B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Andrews:							1st mortgage.....	501,000	7	Feb. and Aug.	New York.	1895	102 1/2
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B.Rd.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,300,000	7*	Jan. & July.	Lond. or Am.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.							1st Mort. (gold) and by Ga. tax fr.	3,620,000	6*	Apr. and Oct.	New York.	1906	....
1st Mortgage.....	1,500,000	7*	Apr. & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	99 1/2	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,376,500	7*	Apr. & Oct.	Boston.	1900	66	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	" "	1902	....	Mort. bonds ( " " )	300,000	7	March & Sept.	" "	1886	....
Consol. Second Mort. (gold)....	975,000	7*	Apr. & Oct.	N. Y. or Bost.	1903	35	Mort. bonds ( " " )	3,000,000	7	Apr. and Oct.	" "	1898	108
Income bonds.....	476,000	12	Jan. & July.	Boston.	....	91 1/2	Buffalo and Jamestown:						
Atlanta and Richmond Air Line:							1st Mortgage.....	1,000,000	6*	" "	New York.	1902	....
1st Mortgage (guar. by Georgia)...	4,243,000	8	Jan. & July.	New York.	1900	50	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	10,173,879	7*	March & Sept.	" "	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	" "	1902	....	2d Mortgage for \$1,000,000....	241,500	10	" "	" "	1893	....
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn.:						
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mortgage, stg., skg. fund....	5,410,000	7*	May & Nov.	N. Y. & Lond.	1919	34
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	" "	1902	17
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....	Burlington and Missouri River:						
Atlantic and Lake Erie:							Land and R. R. Mortgage.....	4,661,050	7	Apr. & Oct.	N. Y. & Bost.	1893	107
1st Mort. (gold) for \$5,000,000....	....	7*	Jan. & July.	New York.	1901	....	Stock Bonds pref. 3d lien.....	375,000	8	Jan. & July.	Boston.	1878	....
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	308,500	8	Apr. & Oct.	N. Y. & Bost.	1879	100
1st Mortgage for \$15,000,000....	5,470,000	7*	Apr. & Oct.	New York.	1901	....	Stock (common) Bonds.....	318,500	8	Jan. & July.	" "	1894	106 1/2
2d Mort. to State (no int. till '80).	4,000,000	....	" "	" "	....	....	Stock (common) Bonds.....	413,600	8	" "	" "	1889	....
Atlantic and Pacific:							Burlington and Mo. Riv. in Neb.:						
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	95 1/2
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....	Bonds convertible until 1892....	600,000	8	" "	Boston.	1883	90
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	80	Burlington and Southwestern:						
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	" "	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) L. G....	794,000	6*	" "	" "	1901	....	Cairo and Fulton (Arkansas):						
Equipment Bonds.....	753,000	10	June & Dec.	" "	1883	....	1st Mort. (R.R. and lands) S.F.	3,000,000	7*	Jan. & July.	New York.	1891	....
Income Bonds (for funding).....	529,600	6*	" "	" "	1883	....	Cairo and St. Louis (3 ft. gauge):						
Land Debentures.....	600,000	10	J. A. J. & O.	" "	1884	....	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
Atlantic and St. Lawrence:							Cairo and Vincennes:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	" "	1878	....	1st Mortgage, gold.....	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	Apr. & Oct.	" "	1884	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	" "	1898	....
3d Mortgage (sterling) of 1871....	718,000	6*	May & Nov.	" "	1891	....	California Pacific:						
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
Bald Eagle Valley:							Extension, or 2d Mortgage.....	3,500,000	7*	" "	" "	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	First Income Bonds.....	1,000,000	10*	" "	" "	....	....
2d Mortgage.....	100,000	7	" "	" "	1884	....	2d Income, or double track b'ds	1,600,000	6*	" "	" "	....	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	107 1/2	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	101 1/2
Loan of 1863-'85.....	1,710,000	6	Apr. & Oct.	" "	1885	107 1/2	Loan of 1889.....	868,000	6	June & Dec.	Princeton.	1889	99 1/2
Loan of 1865-'90 (Balt.) skg. fd.	3,352,247	6	Jan. & July.	" "	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	106 1/2
Loan of 1870-'95 (stg.) skg. fund.	3,525,456	6*	March & Sept.	London.	1895	....	Sterling Loan, S. F. (\$202,000).	1,286,030	6*	Feb. & Aug.	London.	1880	....
Loan of 1872-1902 (stg.) S. F....	9,374,112	6*	" "	" "	1902	....	Camden and Atlantic:						
Loan of 1874-1910 (stg.) S. F....	9,680,000	6*	May & Nov.	" "	1910	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
3d Mort. (N. W. Va. R.R.) ass'd	110,000	6	Jan. & July.	Baltimore.	1885	100	2d Mortgage.....	500,000	7	Apr. & Oct.	" "	1879	103 1/2
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	98
1st Mortgage (R. R.) gold guar....	3,000,000	6*	Apr. & Oct.	" "	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fdg'd for \$9,000,000)	9,000,000	7*	Jan. & July.	New York.	1906	59 1/2
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	" "	" "	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	" "	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P.Mq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort., guar. by W. Jersey R.R.	402,000	7	Apr. & Oct.	Camden.	....	95
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	Apr. & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7*	Jan. & July.	" "	1902	....
Belfast and Moosehead Lake:							Carroll Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	75
Bellefonte and Snow Shoe:							2d Mortgage-Income Bonds..	3,000,000	7	Apr. & Oct.	" "	1914	....
1st Mortgage.....	99,000	6	" "</										



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C&NW):	\$ 700,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	\$ 668,200	7	Jan. & July.	Boston.	1880	....
1st Mortgage, 1st Div. \$10,000pm	682,000	7	"	"	1894	....	2d Mort. (now 1st) guar. C&NW	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000p.m.	2,400,000	7	May & Nov.	"	1916	98 1/2	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	105
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1896	....	Chicago and Mich. Lake Shore:						
2d Mortgage Govern'm't at 50c.	1,600,000	6	Jan. & July.	"	1896	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,748,000	7	Jan. & July.	New York.	1893	....
2d Mortgage, gold, \$4,000 p. m....	925,000	7	April & Oct.	"	1901	....	2d Mort. ( " )	1,191,000	7	April & Oct.	"	1884	90
Central of L. I. (Flush., N.C. & C.):							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1887	87 1/2
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	"	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	86
Convertible bonds of 1872.....	4,770,000	7	May & Nov.	New York.	1902	105 1/2	1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mort. (Now) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	116 1/2	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	83
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Iowa and Dak. Div.)	1,000,000	7	"	"	1890	83
Loan of Lehigh & Nav. Co. (am'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	113 1/2
Consol. Mort. for \$25,000,000....	6,083,900	7	"	New York.	1899	111	2d Mort. ( " )	1,815,000	7	"	"	1899	95 1/2
Central Ohio (B. and O.):							1st Mort. (East. and Dak. Div.)	1,350,000	7	Jan. & July.	"	1892	79
1st Mortgage guaranteed.....	2,500,000	8	March & Sept.	Baltimore.	1890	100 1/2	1st Mort. (Mil. and Western)....	234,000	7	Jan. & July.	"	1891	....
Central Pacific of California:							Real Estate Purchase.....	148,500	7	"	"	1883	....
1st Mort., 30 years bonds, (gold)	25,781,000	6	Jan. & July.	New York.	1885	108 1/2	Equipment and Bridge Bonds...	245,000	10	June & Dec.	"	1883	....
Convertible 20 years bonds, gold	1,433,800	7	"	"	1885	106 1/2	Consol. Mort. for \$38,000,000....	1,039,600	7	Jan. & July.	"	1904	82
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	112 1/2	Chicago and Northwestern:						
2d Mort. (Govern'm't Subsidy)....	25,885,000	6	"	U.S. Treasury.	1898	100	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	108
1st Mort. (Western Pacific) gold	2,785,000	6	"	New York.	1899	109	General 1st Mortgage (193 m.) ..	3,578,000	7	"	"	1885	101 1/2
1st Mort. (Calif. & Oregon) gold	7,291,000	6	"	"	1888	104	Funded coupons (193 m.) .....	740,300	7	May & Nov.	"	1883	102
1st Mort. (S. Fr., Okla. & Ala.)....	500,000	8	"	"	1890	....	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	90
1st Mort. (San Joaquin V.D.) gold	6,050,000	6	April & Oct.	"	1900	91 1/2	Green Bay Ext. (26m & 76,000 a.)	285,000	7	"	"	1885	90
Land bonds (Cen. Pac. Co.) gold	9,049,000	6	"	"	1900	93	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	105
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	12	Mississippi River Bridge.....	186,000	7	"	"	1884	....
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	"	1891	4 1/2	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1898	94 1/2
1st Mort. (Stam., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	45	Consol. skg fund (C. & N.W.R'y)	4,277,000	7	F. M. A. & N.	"	1915	99 1/2
Income and Extension Bonds....	1,008,000	8	May & Nov.	"	1902	50	General Consol. Gold Bonds.....	9,758,000	7	June & Dec.	"	1902	86 1/2
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1880	58	1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
Equipment Mort. ( " )	1,000,000	8	"	"	1880	58	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	39	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	"	"	1898	....
Missisquoi R.R. ( " )	500,000	7	"	"	1891	39	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1898	105
Cent. Vt. (Vt. & Can. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	1st Mort. (Bel. & Mad. R.R.) guar	284,000	7	"	"	1888	....
Charleston and Savannah:							Chicago, Portland and Superior:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st M. & L. (Chi. & N. Pac. Air-L.)	25,000pm	7	June & Dec.	New York.	1902	....
* Funded Interest on 1st Mort....	187,400	7	"	"	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$3,000,000....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1896	....	Chicago and Paducah (C. B. & Q.):						
Chartiers:							1st Mortgage \$26,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southw'n (C.B. & Q.):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	111
Cherry Valley, Sharon and Alb.:							Chi. & Southw'n (C. R. I. & Pac.):						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st M. (gold) skg. fd. for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	29	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg)	4,758,000	6	Jan. & July.	"	1902	....	1st Mort. gold, skg. fd. for \$410,000	.....	7	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
3d Mort. ( " ) coupon.....	918,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) d	600,000	7	April & Oct.	New York.	1900	....
Income ( " ) coupon.....	300,000	8	"	"	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7	Jan. & July.	"	1902	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	1877-78	96	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.):							1st Mort., guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	101 1/2
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamarac:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
1st Mortgage, prof. sinking fund.	77,000	7	May & Nov.	New York.	1877	100	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	115	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	....
2d Mortgage Income.....	1,087,000	7	April & Oct.	"	1883	108 1/2	Cincinnati, Lafayette and Chi.:						
Consol. Bonds (\$200 stg. each).	2,919,900	6	Jan. & July.	London.	1903	....	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	83 1/2
1st Mort. (St. L. & C.) assumed	664,000	7	April & Oct.	New York.	1894	100	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
2d Mort. ( " )	188,000	7	Jan. & July.	"	1898	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)	4,200,000	7	Feb. & Aug.	"	1900	96	1st Mort., guar. by I. C. & L. & F.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skg fund.....	3,569,000	8	Jan. & July.	New York.	1883	118 1/2	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage, skg fund conv....	150,000	8	"	"	1883	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1896	....
Loan of 1872.....	3,048,675	7	Jan. & July.	Boston.	1896	107	2d Mortgage " " "	65,000	7	"	"	1889	....
Bond. of 1875, Sinking Fund....	402,000	5	June & Dec.	"	1895	88	Cinc., Rich. & Ft. Wayne (G.R. & I.):						
Consol. Mortgage for \$30,000,000.	10,330,500	7	"	"	1903	110							



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Asterisk (*) affixed to rate or interest signifies - Payable in Coin.													
Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,350,000	8	May and Nov.	New York.	1902	94
4th (now 3d) Mortgage guar.....	1,096,000	6	"	"	1892	102	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1906	107	1st Mortgage for \$22,000 p.m....	1,326,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							1st Mortgage for \$22,000 p.m....	1,326,000	8	Jan. & July.	New York.	1891	....
Regist'd b'ds (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	105	Detroit, Hillsdale and Indiana:						
3d Mortgage ( " )	1,000,000	7	April & Oct.	"	1892	101	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort., s.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	107	Detroit, Lansing and Lake Mich.:						
2d Mortgage ( " )	860,000	7	April & Oct.	"	1886	102	1st Mortgage.....	3,210,000	8	April & Oct.	Boston.	1890	....
Colebrookdale:							1st Mortgage (on Branches).....	575,000	8	June & Dec.	"	1897	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mortgage.....	1,350,000	8	Feb. & Aug.	"	1893	44
Colorado Central (3 ft. gauge):							1st Mort. (Tonia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	2d Mort. ( " )	81,000	8	May & Nov.	"	1880	....
Columbus, Chicago & Ind. Cent.:							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	45	1st Mortgage (D. & M.R.).....	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	"	1909	15	2d Mortgage ( " )	1,000,000	8	"	"	1875	....
Income convertible.....	3,893,000	7	"	"	1890	....	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1903-95	68	2d Funded Coup. ( " )	375,734	7	May & Nov.	"	1875	....
2d Mort. ( " )	344,400	7	Jan. & July.	"	1890	....	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	2d Mort. ( " )	100,000	7	Jan. & July.	"	1878	....
1st M., s.f. ( " )	39,650	7	May & Nov.	"	1895	....	3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1876	....
1st Mort. (Col. and Ind. Cent.)	2,432,000	7	Jan. & July.	"	1904	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1885	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mortgage (Ind. Central).....	666,500	7	Jan. & July.	"	1882	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	102
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dixon, Peoria and Hannibal:						
Income ( " )	74,024	7	"	"	1905	....	1st Mort., guar. by C. B. and Q.	753,000	8	Jan. & July.	New York.	1889	105
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	Dubuque and Sioux City:						
Columbus, Springfield and Cin.:							1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1888	100
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Dubuque Southwestern:						
Columbus and Hocking Valley:							1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	1st Mortgage, preferred.....	75,500	7	Jan. & July.	"	1883	....
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	Dunkirk, Allegheny Val. & Pittab:						
General Mortgage.....	634,000	7	"	"	1892	....	1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York.	1900	....
Columbus and Xenia:							Dutchess and Columbia:						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
Connecticut and Passumpsic Riv.:							East Alabama and Cincinnati:						
New Mortgage for \$1,500,000.....	370,500	7	April & Oct.	Boston.	1893	95	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
1st Mortgage sinking fund.....	289,500	6	June & Dec.	"	1876	....	East Brandywine & Waynesboro:						
Coupon Notes.....	607,500	7	"	"	1876-81	97	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6	Jan. & July.	"	1876	90	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	106
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	88
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	1872-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1885	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Endorsed Bonds (East T. & Ga.)	97,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1880-85	....
1st Mort. ABCD & E \$200,000 each	931,000	6	March & Sept.	Philadelphia.	1234	94	Company Bonds ( " new)	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Cowanesque Valley:							Loan of 1865-85.....	160,000	6	April & Oct.	"	1885	....
1st Mortgage, gold.....	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1867-87.....	989,090	7	March & Sept.	"	1887	51
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1868-88.....	1,000,000	6	March & Sept.	"	1888	....
Cumberland & Penn. (Consol. Coal):							Loan of 1869-89.....	600,000	6	May & Nov.	"	1889	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Loan of 1872-82.....	1,558,000	7	various.	"	1882	53
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Loan of 1873-73.....	878,900	6	March & Sept.	"	1893	....
Cumberland Valley:							Sinking Fund Bonds.....	2,300,000	7	May & Nov.	"	1884	86
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Sterling Sink. Fd. Bonds.....	3,000,000	6	March & Sept.	London.	1893	....
2d Mortgage.....	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,900	6	"	"	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870-72.....	400,000	7	"	"	1890-92	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Danv., Hazleton & Wilkesbarre:							Elmira and Williamsport (N. Cen.):						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	103
2d Mortgage.....	300,000	7	"	"	1885	....	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1882	60
Danv., Urb., Bloom'gton & Pekin:							Erie Railway:						
1st Mortgage.....	2,000,000	7	April & Oct.	New York.	1909	....	1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	104
Davenport and St. Paul:							2d Mortgage.....	2,174,000	7	March & Sept.	"	1897	101
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	3d Mortgage.....	4,852,000	7	"	"	1883	95
Dayton and Michigan (O.H. & D.):							4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	85
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	92
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1884	....	Buffalo Branch, 1st mortgage....	182,300	7	Jan. & July.	"	1891	....
3d Mortgage, guar.....	354,000	7	April & Oct.	"	1888	....	Sterling loan (\$2,000,000) conv.	4,580,000	6	March & Sept.	London.	1875	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1886-94	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7	"	NY & London.	1920	....
Dayton and Union:							2d Consol. Mort. for \$40,000,000.	14,400,000	7	June and Dec.	London.	1894	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Convertible bonds.....	10,000,000	7	J. A. J. and O.	London.	1893	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	Erie and Pittsburg (Penn.):						
Income Bonds.....	252,445	6	"	"	1879	....	1st Mortgage.....	282,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):							2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage ( " )	495,000	6 1/2	Jan. & July.	"	1905	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage.....</													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia	1890	106 1/2
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	104 1/2
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	68
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	136,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund..	4,792,000	5*	"	"	1903	....
<b>Fonda, Johnston &amp; Gloversville:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	938,000	8	April & Oct.	Boston.	1890	106 1/2
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	<b>Indiana North and South:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	<b>Indianapolis, Blooming. &amp; West:</b>						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	27
<b>Framingham and Lowell:</b>							1st Mortgage Extension gold...	2,010,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	85	2d Mortgage.....	1,500,000	8	"	"	1890	13
2d Mortgage.....	150,000	8	"	"	1883	87 1/2	<b>Indianapolis and Madison:</b>						
<b>Frederick and Pennsylvania Line:</b>							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	<b>Indianapolis &amp; Vincennes:</b>						
<b>Fremont, Elkhorn &amp; Mo. (S.C. &amp; F.):</b>							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,692,500	7	Feb. & Aug.	New York.	1882	105	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	63
2d Mortgage.....	43,000	7	May & Nov.	"	1876	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N.R.R.)	4,211,000	7	Jan. & July.	"	1900	60
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,977,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	88	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar. ...	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered...	375,000	10	"	"	1883	86 1/2
Company bonds (debentures)...	664,500	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
<b>Ullman, Clinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	490,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....	2d Mort. ( " ) guar.	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Goshen and Deerpark (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							1st Mortgage.....	378,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	2d Mortgage.....	1,000,000	7	"	"	1900	....
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
<b>Grand River Valley (Mich. C.):</b>							<b>Ionia and Lansing (D. L. &amp; L. M.):</b>						
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1888	94 1/2	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	85	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
<b>Grand Trunk (Ca.):</b>							<b>Iowa Falls and Sioux City:</b>						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipmt Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	81 1/2
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	<b>Irvington (Penn.):</b>						
2d Preference Bonds \$2,327,308	11,639,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds \$7,183,910	35,819,550	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
Provincial Debenture's \$8,111,500	15,557,500	....	"	Ottawa.	....	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	101 1/2
<b>Great Western of Canada:</b>							<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	93 1/2
Mortgage Bonds \$347,000.....	2,735,000	5 1/2	April & Oct.	"	77-78	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
Debenture Bonds \$1,743,180...	8,715,900	5	Jan. & July.	"	Perp.	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	78 1/2
<b>Great Western Railway of 1869:</b>							<b>Jacksonville, North West &amp; S. East:</b>						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	80	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	83 1/2	<b>Jacksonville, Pensac. and Mobile:</b>						
<b>Green Bay and Minnesota:</b>							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage.....	3,000,000	8	"	"	1899	....
<b>Greenville and Columbia:</b>							<b>Jamestown &amp; Frank. (L.S. &amp; M. So.):</b>						
1st Mortgage guar. by S. Car....	1,425,546	7	Jan. & July.	Columbia.	81-86	....	1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not guaranteed....	376,769	7	"	"	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
<b>Greenwich and Johnsonville:</b>							<b>Jefferson (Erie):</b>						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
<b>Gulf, Western Texas and Pacific:</b>							2d Mort. ( " ).....	84,000	7	"	"	1889	....
1st Mortgage (Construction)...	1,386,000	7*	Jan. & July.	"	1902	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
<b>Hannibal and Naples (T. W. &amp; W.):</b>							<b>Jeffersonville, Madison &amp; Indian:</b>						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	29	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	75 1/2	<b>Jersey City and Albany:</b>						
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
<b>Hannibal and St. Joseph:</b>							1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	102	<b>Joliet and Chicago (C. &amp; Alton):</b>						
Missouri State Loan.....	1,500,000	6	"	"	87-88	102	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
Fifteen years' bonds (277 m.)...	8,798,000	8	March & Sept.	"	1885	79 1/2	<b>Junction, Philadelphia:</b>						
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	100
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	92 1/2	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	100
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	<b>Junction and Breakwater:</b>						
<b>Harlem Extension:</b>							1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1899	....	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
<b>Harrisburg &amp; Lancaster:</b>							1st Mort. assumed by L.S. &S						



# AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Kansas Pacific:</b>							<b>Louisville, Cincin. and Lexington:</b>						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	8*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold.	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	2,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66 m. & 3,000,000 m.)	5,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold.....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	39,000	6	"	"	'73-'78	....
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.).....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	4,308,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	<b>Louisville and Nashville:</b>						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 155 m.)	176,000	7	Jan. & July.	New York.	1876	....
<b>Kent County (Del.)</b>							1st Mortgage (Memph Br. 43.37 m.)	47,900	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	"	"	'90-'85	....
<b>Kentucky Central:</b>							1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1886	....	Consol. M. for \$5,000,000 (392 m.)	4,964,000	7	April & Oct.	"	1898	351
<b>Keokuk and Des Moines:</b>							Louisville Loan.....	849,000	6	"	"	'86-'87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,500	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
<b>Keokuk and St. Paul (O.B. &amp; Q.):</b>							<b>Louisv. N. Al. &amp; St. Lo. Air-Line:</b>						
1st Mortgage traffic guar.	864,000	8	April & Oct.	Boston.	1879	1074	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
<b>La Crosse, Trempealeau &amp; Prescott:</b>							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
<b>Laf. Blooming &amp; Miss. (T.W. &amp; W.)</b>							1st Mortgage not endorsed	100,000	7	"	"	1887	....
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	62	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
<b>Laf. Muncie &amp; Bloom. (T.W. &amp; W.)</b>							<b>Macon and Brunswick:</b>						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
<b>Lake Erie and Louisville:</b>							1st Mort. " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage .....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	500,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
<b>Lake Ontario Shore:</b>							<b>Madison and Portage:</b>						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
<b>Lake Shore &amp; Michigan South'n:</b>							<b>Maine Central:</b>						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	923,300	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F. Reg'd.....	6,118,000	7	J. A. J. & O.	"	1900	1004	\$1,110,000 Loan, tax free.....	756,900	6	Jan. & July.	"	1898	91
Consol. Mort., S.F. Coupon.....	3,529,000	7	Jan. & July.	"	1900	103	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000	8,471,000	7	June & Dec.	"	1903	974	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
<b>Lake Shore Dividend Bonds:</b>							1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev. Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	106	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
3d Mort. ( " )	1,000,000	7	April & Oct.	"	1892	101	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	105	1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901	....
2d Mort. ( " )	2,692,000	7	"	"	1877	101	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	107	<b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>						
2d Mort. ( " )	819,000	7	April & Oct.	"	1886	102	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	351
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	<b>Marietta and Cincinnati:</b>						
Mort. Bonds ( " )	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds ( " )	2,850,000	7	April & Oct.	"	1898	103	1st Mortgage Dollar.....	2,460,000	7	"	Baltimore.	1891	1081
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	102	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	904
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	83	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	80
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1906	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	974	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
1st M. (Jamestown & Franklin)	460,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. ( " )	600,000	7	June & Dec.	"	1894	....	<b>Marquette, Houghton &amp; Ontonagon:</b>						
<b>Lake Shore &amp; Tuscarawas Valley:</b>							1st Mortgage (Marq. & Ont.)	1,760,000	8	June & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000.....	698,000	7	"	"	....	....	Consolidated Mortgage.....	1,454,000	8-10	Various	"	'92-'03	....
Elyria and Black Riv. b'ds ans'd	180,000	7	May & Nov.	"	1892	....	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
<b>Lake Superior &amp; Mississippi:</b>							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. skg fund gold tax free	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1898	434	<b>Maryland and Delaware:</b>						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
<b>Lawrence (P. Ft. W. &amp; Chl.):</b>							<b>Mansfield &amp; Clev. (C.M. V. &amp; D.)</b>						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1896	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
<b>Leavenworth, Atch. &amp; N. West'n:</b>							<b>Maysville and Lexington:</b>						
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
<b>Leaven. Lawrence &amp; Galveston:</b>							<b>Memphis and Charleston:</b>						
1st Mort. skg fund conv. gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	17	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1899	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1886	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,514,142	6	"	"	'73-'78	....
<b>Lehigh and Lackawanna:</b>							Income Bonds.....	600,000	10	March & Sept.	"	....	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	<b>Memphis and Little Rock:</b>						
<b>Lehigh Valley:</b>							1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1893	103	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage ( " ) reg.....	5,000,000	6	"	"	1893	104	<b>Michigan Air Line (Mich. Cent.)</b>						
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	111	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	914
General Mort. for \$40,000,000	5,000,000	6*	June & Dec.	"	1923	974	<b>Michigan Central:</b>						
General Mort., registered.....	5,000,000	6*	"	"	1922	994	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
<b>Lewish. Centre &amp; Spruce C. (P. &amp; E.)</b>							1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	1131
1st Mortgage.....	1,544,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	1024
<b>Lexington &amp; St. Louis (A. &amp; P.):</b>							1st Mort. (Mich. Air Line) ass'd	1,900,000	8				



# AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	700,000	7	Jan. & July.	New York.	1911	....	N.O. Jack & Gt. N. (N.O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1888	....
1st Mortgage gold, guaranteed.							1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western	20,000pm	7	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$3,000,000	5,000,000	7	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	74-84	....	New Orleans, Mobile and Texas	4,000,000	7	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chi.)	2,000,000	8	Feb. & Aug.	"	1890	....	1st Mort. (Mobile to N. Orleans)	1,250,000	7	"	"	1915	....
2d Mortgage	3,708,500	7	May & Nov.	"	1912	....	2d Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	2,040,000	7	Jan. & July.	.....	1900	....	2d Mort. endorsed by Louisiana.	6,617,500	7	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi, Ouachita & Red Riv.	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000	4,000,000	6	May & Nov.	London.	1904	....
Mississippi and Tennessee	1,254,000	8	Jan. & July.	"	81-93	....	New York & Canada (D. & H. C.)	5,936,626	6	May & Nov.	New York.	1883	102 1/2
1st Mortgage	430,547	6	.....	"		....	1st Mort. for \$300,000 guar.	1,514,000	7	Feb. & Aug.	"	1870	102 1/2
Consolidated Mortgage	600,000	7	Feb. & Aug.	New York.	1902	....	New York Central & Hudson	74,500	6	May & Nov.	"	1883	....
Tennessee State Loan	2,000,000	7	June & Dec.	.....	1910	....	Debt Certificates (N. Y. Cent.)	592,000	6	"	"	1883	100
Mississippi Valley and Western	3,220,000	6	Jan. & July.	New York.	1899	....	Bonds for R.R. Stk. ( " )	102,000	6	"	"	1883	100
1st Mortgage \$20,000 p. m.	302,000	7	June & Dec.	"	1903	....	Bonds for Real Estate ( " )	2,431,000	6	June & Dec.	"	1887	101
Missouri, Iowa and Nebraska	10,418,000	7	Feb. & Aug.	"	1904	....	2d Mort. (Hudson River) S. F.	1,794,000	7	Jan. & July.	"	1885	113 1/2
1st Mortgage gold, sinking fund.	2,500,000	7	"	"	1905	....	Bonds of 1871, tax free	1,950,000	7	April & Oct.	"	1891	....
Missouri, Kansas and Texas	600,000	7	"	"	1906	....	1st Mort., coup. } for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	125
1st Mort. (U. Pac. S. Br.) skg fund	5,000,000	10	Jan. & July.	New York.	1889	54 1/2	1st Mort., reg'd } for \$2,000,000	9,733,333	6	"	London.	1903	129 1/2
1st Mort. (Tebco & Neosho) S. F.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	1st Mort. Sterling for \$2,000,000	103,000	6	Feb. & Aug.	New York.	1893	....
Consol. Land Grant, skg fd gold	3,000,000	8	"	"	1900	....	New York and Harlem	108,899	7	Jan. & July.	"	1881	....
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	Sinking Fund Mortgage of 1861.	6,822,000	7	May & Nov.	"	1900	115
Further Add. Consol. Mort.	5,000,000	10	Jan. & July.	New York.	1889	54 1/2	Consol. Mort. of 1872, coupon.	7	"	"	"	1900	114 1/2
Missouri River, Ft. Scott & Gulf	377,500	7	Jan. & July.	Savannah.	1876	....	Consol. Mort. of 1872, reg.	249,000	7	April & Oct.	New York.	1902	....
1st Mortgage, Land Grant, S. F.	300,000	8	"	"	1889	....	N. York, Housatonic & Northern	2,500,000	7	Jan. & July.	New York.	1902	....
2d Mortgage	33,500	8	"	"	1887	....	1st Mortgage	1,000,000	7	.....	New York.	1903	....
Mobile and Girard	2,434,000	8	May & Nov.	New York.	1900	....	New York, Kingston & Syracuse	2,500,000	7	Jan. & July.	New York.	1902	....
1st Mortgage	800,000	8	"	"	1900	....	1st Mort. for \$4,000,000.	1,000,000	7	.....	New York.	1903	....
Plain bonds	5,686,000	6	May & Nov.	Mob. & Lond.	1883	....	New York, N. Haven & Hartford	2,500,000	7	Jan. & July.	New York.	1902	....
Mobile and Montgomery	1,524,300	8	"	"	1893	....	1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
1st Mort. endor. by State of Ala.	769,920	6	"	"	1893	....	New York and Oswego Midland	3,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,688,000	7	Jan. & July.	N. Y. & Lond.	1901	....	1st Mortgage gold, tax free	2,500,000	7	May & Nov.	"	1895	....
Mobile and Ohio	69,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage convertible	1,500,000	7	"	"	1896	....
1st Mortgage Sterling	1,453,858	8	March	"	1877	....	2d Mortgage non-convertible	3,800,000	7	"	"	1896	....
Interest bonds	977,550	8	Jan. & July.	N. Y. & Lond.	1904	....	3d Mort., Equipment	2,425,000	7	"	"	1896	....
Sterling Interest bonds	1,800,000	7	March & Sept.	New York.	....		Consolidated Mortgage	1,200,000	7	"	"	1896	....
Tennessee Substitution Bonds	780,000	7	"	"	1890	....	New York, Providence & Boston	76,000	6	Feb. & Aug.	New York.	1878	....
Special Mort. (Gainesville Br.)	888,400	7	"	"	1890	....	Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
2d Mortgage	1,800,000	7	March & Sept.	New York.	....		Extension Bonds	250,000	6	May & Nov.	"	78-81	....
Consol. Mort. for \$15,000,000	47,000	7	April & Oct.	"	1887	....	General Mort. for \$1,000,000.	837,000	7	Jan. & July.	"	1890	....
Convertible 3 per cent. bonds	1,040,000	8	March & Sept.	New York.	1886	....	Norfolk & Petersburg (A.M. & O.)	306,000	8	Jan. & July.	New York.	1877	....
Montclair (N. Y. and O. Mid.)	380,000	8	June and Dec.	"	1900	....	1st Mortgage	157,000	7	"	"	1877	....
1st Mortgage gold, guar.	500,000	7	J. A. J. & O.	New York.	1800	....	2d Mortgage	458,000	8	"	Norfolk.	1893	....
2d Mortgage	1,000,000	7	Jan. & July.	New York.	1914	114	North Carolina	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Income Mortgage	1,000,000	7	Feb. & Aug.	"	1891	110 1/2	1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
Montgomery and Erie (Erie)	127,000	7	Jan. & July.	"	1900	103 1/2	2d Mortgage	226,600	8	"	"	1899	....
2d	47,000	7	April & Oct.	"	1887	....	North Missouri (St. L., K. C. & N.)	3,000,000	7	Jan. & July.	New York.	1905	68 1/2
Montgomery and Eufaula	1,040,000	8	March & Sept.	New York.	1886	....	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	106
1st Mortgage end. by Ala. gold.	380,000	8	June and Dec.	"	1900	....	2d Mortgage	1,500,000	7	May & Nov.	"	1896	106
Monticello and Port Jervis	500,000	7	J. A. J. & O.	New York.	1800	....	Chattel Mortgage	800,000	10	April & Oct.	"	1877	104 1/2
1st Mortgage gold, tax free	5,000,000	7	May & Nov.	New York.	1914	114	General Mortgage	436,500	7	Jan. & July.	"	1903	106
2d Mortgage	3,000,000	7	Feb. & Aug.	"	1891	110 1/2	North Shore (Fluah, N. S. & Cent.)	135,000	7	Feb. & Aug.	New York.	1887	....
Convertible bonds	384,000	7	Jan. & July.	"	1900	103 1/2	1st Mortgage	1,500,000	6	J. A. J. & O.	Annapolis. Irred.	1885	104
Construction bonds of 1871	573,000	7	Feb. and Aug.	"	1889	....	2d Mortgage S. F. Coupon	1,126,000	6	Jan. & July.	Baltimore.	1885	100
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	109	3d Mortgage Coupon	500,000	6	Jan. & July.	Phila. & Balt.	1900	98
Special Mortgage	1,020,000	7	"	"	1915	106	3d Mort. (York & Cumb.) guar.	1,000,000	7	April & Oct.	Baltimore.	1877	100
Consol. mort. for \$25,000,000 guar	1,450,000	6	Jan. & July.	New York.	74-83	82 1/2	Income conv. coupon	3,000,000	7	Jan. & July.	Harrisburg.	1880	....
Nashville, Chattanooga & St. Louis	1,000,000	4	"	"	1913	....	Consol. Mort. coupon	2,599,000	6	"	"	1922	....
1st Mort., endorsed by Tenn.	5,800,000	7	Jan. & July.	New York.	1900	....	Consol. Mort. registered	205,000	6	April & Oct.	Baltimore.	1900	101 1/2
2d Mort. (Government Subsidy)	2,100,000	7	Jan. & July.	New York.	1887	....	Consol. General Mort. S. F.	2,000,000	6	Jan. & July.	"	1900	....
New Mortgage sinking fund, guar.	500,000	6	April & Oct.	Nashville.	1887	....	Northern New Jersey (Erie)	400,000	7	Jan. & July.	Lond. & Balt.	1904	....
2d Mortgage gold	102,000	7	Jan. & July.	Bridgeport.	1876	....	1st Mortgage skg fd guar.	30,097,600	7 3/4	Jan. & July.	Jersey City.	1878	....
Naugatuck	600,000	7	Jan. & July.	New York.	1891	....	Northern Pacific	140,000	6	Jan. & July.	New York.	1900	15
1st Mortgage	171,500	6	Jan. & July.	Boston.	1881	98 1/2	1st Mort. on R.R. & lands gold.	140,000	6	Jan. & July.	Baltimore.	1885	100 1/2
Newark & New York (U. of N. J.)	400,000	7	Various.	New Haven.	95-90	....	3d Mort., assumed by B. and O.	3,500,000	7	.....	New York.	....	
1st Mortgage	525,000	7	May & Nov.	New York.	1889	....	1st Mortgage	1,930,500	6	Jan. & July.	Boston.	1877	....
2d Mortgage	3,000,000	7	"	"	1881	....	Norwich & Worcester (B.H. & L.)	400,000	6	Jan. & July.	"	1877	....
New Haven and Derby	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mort. Mass. Loan, skg. fd.	150,000	7	"	"	1877	....
1st Mortgage	750,000	6	April & Oct.	"	80-82	....	Construction Bonds	150,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	"	"	1891	....	Nyack and Northern	150,000	7	Jan. & July.	New York.	1890	....
Holyoke and Westfield bonds	3,000,000	7	Feb. & Aug.	New York.	1895	....	Ogdensburg and Lake Champlain	800,000	8	Jan. & July.	Boston.	1878	62 1/2
New Jersey Midland (N.Y. & O.M.)	1,600,000	7	"	"	1881	....	Equipment Mortgage	200,000	8	"	"	1879	....
1st Mortgage gold, guar.	500,000	7	March & Sept.	N. Y. or Lond.	1890	....	Equipment Mortgage	408,000	8	March & Sept.	"	1890	95
2d Mortgage	3,000,000	7	April & Oct.	"	1881	....	Ohio and Mississippi	3,067,000	7	Jan. & July.	New York.	1898	63 1/2
Holyoke and Westfield bonds	200,000	7	Jan. & July.	N. Y. or Lond.	1890	....	Consolidated Mort. Bonds	3,517,000	7	"	"	1898	98 1/2
New Jersey and New York	120,000	6	April & Oct.	"	1881	....	Consolidated S. F. Mortgage	112,000	7	"	London.	1898	98 1/2
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Consolidated Mort., Sterling	3,905,000	7	April & Oct.	New York.	1911	63 1/2
2d Mortgage	750,000	6	April & Oct.	"	80-82	....	2d Consol. Mort. & S. F. Bonds	174,000	7	"	New York.	1882	....
Holyoke and Westfield bonds	200,000	7	"	"									



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	100	Mortgage Loan, convertible	302,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds	32,000	6	"	"	1884	99 1/2	Loan of 1866	400,000	6	April & Oct.	"	1876	"
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1867	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$3,000,000.	1,992,000	7	March & Sept.	"	1894	110 1/2	Loan of 1872	600,000	6	"	"	1892	"
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	105 1/2	Pickering Valley (Phila. & Rdg.):						
Omaha and Northwestern:							1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	"
1st Mort. Land Grant, Gold	10,000 pm	7 3/4	Jan. & July.	New York.	1901	"	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	"
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	80 1/2
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	79
See Wash. C., Va. Mid. & Gt. So.							Consolidated 2d Mortgage	5,000,000	7	April & Oct.	"	1913	"
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold	10,950,000	7	April & Oct.	New York.	"	"	1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	115
Oange Valley & Southern Kansas:							1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	"
1st Mortgage (6-20 years)	200,000	10	Jan. & July.	New York.	1888	"	1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	"
Oshkosh & Miss. (C.M. & S.P.):							1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	"
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	"	1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	"
Oswego and Rome (R.W. & O.):							1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	"
1st Mortgage	500,000	7	May & Nov.	New York.	1916	"	2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	109
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	"	2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	"
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	"
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	"	2d Mortgage (Series K)	860,000	7	April & Oct.	"	1912	"
Ottawa, Oswego & Fox River:							2d Mortgage (Series L)	860,000	7	May & Nov.	"	1912	"
1st Mortgage guar. by C.B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series M)	860,000	7	June & Dec.	"	1912	"
Owensboro' and Russellville							3d Mortgage	2,000,000	7	April & Oct.	"	1912	102 1/2
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	"	Bridge (O. & P. & R.) bonds	27,500	7	May & Nov.	Philadelphia.	1876	"
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, 1910	100,000	7	Jan. & July.	New York.	1887	"
1st Mortgage gold	7,000,000	6	Feb. & Aug.	New York.	1888	83 1/2	Equipment bonds	1,000,000	8	March & Sept.	"	1884	"
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	"	1891	70	Pittsburg, Va. and Charleston:						
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892	"	1st Mortgage	700,000	7	April & Oct.	New York.	1902	"
St. Louis County Debt	700,900	7	Monthly.	St. Louis.	1886	"	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	"	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	107 1/2
1st Mort. (Carondelet Branch)	500,000	6	April & Oct.	"	1893	"	2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	"
1st Mort. (Leav. Atch. & N.W.)	500,000	7	"	"	1889	"	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	"
1st Mort. (Lex. & St. Louis) gold	900,000	6	June & Dec.	"	1899	"	Real Estate Mortgage	100,000	6	"	Baltimore.	1883	"
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,505,000	1,541,000	7	Feb. & Aug.	New York.	1902	"	1st Mortgage for \$3,800,000	20,000 pm	7	Jan. & July.	New York.	1901	"
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,800	2,889,330	7	April & Oct.	London.	1897	"	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1890	"
Paris and Decatur:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage gold, S.F.	1,200,000	7	Jan. & July.	N.Y. & Lond.	1892	"	1st Mort. (Maine Section) gold	800,000	6	Jan. & July.	Boston.	1900	"
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	"	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$2,300,000	1,200,000	6	May & Nov.	N.Y. & Bost.	1891	40
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (U.C. of N.J.):							1st Mortgage of 1893	250,000	6	Jan. & July.	Portland.	1883	"
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	"
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	"	1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	"
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	"	2d Mort. (Portland Loan)	386,500	6	Mar. & Sept.	"	1891	"
Pennsylvania:							Port Royal (S.C.):						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	106	1st Mortgage gold, skg fd	1,500,000	7	May & Nov.	N.Y. & Lond.	1889	"
General Mortgage	19,934,700	6	J. A. J. & O.	Philadelphia.	1910	108 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1890	"
(General Mortgage, registered)							Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage	14,550,000	6	Jan. & July.	London.	1905	"	1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1896	45
State lien for \$7,500,000, skg fd	5,201,676	5	April & Oct.	Philadelphia.	1875-90	"	Poukeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free	644,500	7	Jan. & July.	New York.	1910	"
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	"	2d Mortgage	78,000	7	"	"	"	"
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	"	1st Mortgage	500,000	6	Jan. & July.	Providence.	1890	"
2d Mortgage	519,000	7	April & Oct.	"	1903	"	Stoughton Branch bonds	1,000,000	6	"	"	"	"
Pennsylvania & New York (L.V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	107	1st Mortgage gold	1,000,000	7	May & Nov.	Philadelphia.	1882	"
1st Mortgage	1,500,000	7	"	"	1906	"	Quincy and Palmyra:						
Peoria & Bureau Val (C.R. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	"
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	"	Quincy and Toledo (T.W. & W.):						
Peoria & Hannibal (C.B. & Q.):							1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	52
1st Mortgage, traffic guarantee	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C.B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed	756,000	8	Jan. & July.	Boston.	1890	106 1/2
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	"	Reading and Columbia (P. & R.):						
2d Mort. conv. & tax free	1,000,000	7	April & Oct.	"	1900	"	1st Mort. Coupon, guaranteed	650,000	7	March & Sept.	New York.	1892	96
Peoria and Rock Island:							2d Mort. Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	"
1st Mort. gold, conv. & tax free	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	"	Rensselaer and Saratoga:						
2d Mortgage	160,000	10	Jan. & July.	New York.	1900	"	1st Mortgage	300,000	7	Jan. & July.	Troy.	1880	111 1/2
Perkloren (Phila. and Rdg.):							2d Mortgage	150,000	7	"	"	1887	"
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1896	"
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	"
1st Mortgage (Installments)	841,500	8	Jan. & July.	New York.	1902	"	1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1894	"
2d Mortgage	500,000	8	"	"	1902	"	Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"	1921	"
Philadelphia and Baltimore Cent:							Richmond and Danville:						
1st Mortgage (Penn. Div. 864 m)	800,000	7	Jan. & July.	Philadelphia.	1879	"	Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1890	"
2d Mortgage (Pa. & Md. 46 m)	400,000	7	"	"	1891	"	Virginia State guar. bonds	157,800	6	"	"	1875	"
Philadelphia and Erie (Penn.):							1st Mort. (Piedmont Branch)	500,000	8	"	"	1888	"
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	101	1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N.Y. or Rich.	"	"
1st Mortgage	5,000,000	6	"	"	1881	100	Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	1875-90	70
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	90 1/2	Rich. Frederickburg & Potomac:						
General Mort. for \$20,000,000	7,652,000	6											



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$ 345,000	8	May & Nov.	Saginaw.	1892	....	South Carolina:	\$ 1,486,333	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage.....	345,000	8					1st Mortgage (L.) currency.....	87,000	7	"	New York.	'82-'88	....
Saint Croix and Penobscot:							2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (I) Bonds.....	1,295,500	7	April & Oct.	"	1891	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free...	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	2d Mort.	200,000	7	"	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A.)	1,100,000	7	Jan. & July.	New York.	1894	110	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B.)	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C.)	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort., endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D.)	1,400,000	7	May & Nov.	"	1894	....	Stirling Mort., guar. by L. & N.	21,106,000	8*	May & Nov.	London.	....	....
2d Mortgage Income (Series E.)	1,700,000	7	"	"	1894	69	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	60 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	95 1/2	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	61	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas R.R.)	2,500,000	7*	June & Dec.	"	1897	....	1st pref'd bonds.....	675,800	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1896	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	88 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. L.						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,297,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. conv	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,262,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$23,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T.H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscogee) conv.....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watash) 50m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( " do. ) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. ( " do. ) R. R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	430,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,000	6	Feb. & Aug.	Boston.	1878	99 1/2	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	45
Sand. Mansfield & Newark (B.&O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A & G):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	508,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie June. (F.):						
1st Mortgage for \$500,000 guar.	162,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,400,000	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.)							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L.S. & M.S.)							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tobo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,500,000.....	516,000	7	"	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,090,000	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000,000	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	79
Shamokin Valley & Pottsv. (N.C.):							2d Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	65
1st Mortgage, of road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	95	1st Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	30
Sheshegan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	728,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$3,200,000						



## AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unsecured.....	400,000	6	Jan. and July.	Baltimore.	1890	99
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	107
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	108
2d Mortgage.....	300,000	7	April & Oct.	"	1888	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	90
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	90
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	100
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1899	100
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1883	99
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1890	....
Union Pacific:							Western Union (Chi., M. & St. P.):						
1st Mortgage gold, tax free.....	27,236,000	60	Jan. & July.	N. Y. & Bos.	'98-'99	106	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mort. Land Grant.....	7,874,000	7	Apr. and Oct.	"	1887	101	West Jersey:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'98-'99	94	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	99
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	100
Omaha Bridge B'ds, etc \$250,000	2,500,000	80	Apr. and Oct.	London.	1890	....	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
Union Pacific (Central Div.):							1st Mort. (Swedesboro) guar.....	300,000	6	June & Dec.	Camden.	....	....
1st Mortgage gold, tax free.....	1,600,000	60	May and Nov.	New York.	1896	....	2d Mort. (Cape May & Millville)	840,000	7	Apr. and Oct.	"	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'7-8	....	Consolidated Mortgage.....	1,000,000	7	"	"	1899	100
Union Pacific, S. Br. (M. & T.):							West Wisconsin:						
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	1st Mort. land gr. gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
Union & Titusville (O.C. & A. Riv.):							1st Mort. (Southern Extension).	640,000	70	"	"	1902	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	White Water Valley:						
United N. J. R. R. & Canal Cos.							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	99	Wico Mico and Pocomoke:						
Sterling Loan \$289,200 (U. Co's)	1,844,000	50	"	London.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling Loan \$390,500 (" )	1,800,000	60	"	"	1894	....	Williamston and Tarboro:						
Loan of 1894 St. Fund (" )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....	Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	95
Sterling S. F. \$282,000 (C. & A. M.)	1,310,000	60	Feb. and Aug.	London.	1890	....	Wilmington and Reading:						
Loan of 1888 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	101	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
Loan of 1889 (" )	800,000	6	June & Dec.	Princeton.	1889	99	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Mortg. Loan (" )	5,000,000	6	May and Nov.	Philadelphia.	1889	105	Wilmington and Weldon:						
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
Utah Central:							Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1890	103
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Wilmington and Western (Del.):						
Utah Southern:							1st Mortgage.....	500,000	7.5	J. A. J. & C.	Phil. & Wilm.	1892	....
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	Winona & St. Peter (C. & N. W.):						
Utica and Black River:							1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	80
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	99
Bonds of 1871 (2d issue).....	375,000	7	"	"	1891	....	Extension mortgage bonds.....	4,875,000	70	June & Dec.	"	1906	....
Utica, Ithaca and Elmira:							Wisconsin Central:						
1st Mortgage, Sterling.....	1,500,000	7.5	Jan. & July.	London.	1902	....	1st M. L. G. gold S. F. \$25,000pm	4,618,500	70	Jan. and July.	Boston.	1901	30
Vermont Cent.—See Central Vt.							Worcester (Md.):						
Vermont and Massachusetts:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	Worcester and Nashua:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	185,300	6	Various	"	'81-'87	....
Vicksburg and Meridian:							Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	CANAL BONDS.						
General 2d series (blue).....	850,000	7	"	"	1890	....	Chesapeake and Delaware:						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1896	99
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Ohio:						
Special Loan 1871.....	218,000	8	Jan. and July.	"	1890	....	Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	....
Vineyard:							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1886	114
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Delaware Division (L.C. & N.):						
Virginia & Tennessee (A. M. & O.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	78	Delaware and Hudson:						
4th Mortgage.....	870,000	6	March & Sept.	"	1900	76	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	108
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	regis. 2d series, July 1, 1889	3,500,000	7	Jan. and July.	"	1884	112
Funded Interest.....	225,300	8	"	"	1880	....	tered. (3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	113
Income Mortgage (fundable).....	65,500	8	"	"	1886	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	109
Wallkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	99
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Bonds.....	42,550	6	"	"	1883	90
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Convertible Loan, gold.....	822,300	60	March & Sept.	"	1894	105
Warren & Franklin (O.C. & A. Riv.):							1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884	102
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	103
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold...	4,757,000	60	June & Dec.	"	1897	106
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Consolidated Mortgage.....	1,066,000	7	"	"	1911	102
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	....
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Washington City, Va. Mid. & Gt. So.							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	88	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (" )	350,000	7	"	"	1891	....	Morris and Banking:						
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	80	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1878	99
2d Mort. (" )	1,200,000	6	Jan. and July.	"	1875	78	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
3d Mort. (" )	600,000	8	May and Nov.	"	1873	72	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
4th Mort. (" )	700,000	8	March & Sept.	"	1880	68	Preferred Stock Dividend Scrip.	108,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	73
Virginia State Loan.....	249,922	7	Jan. and July.	"	'92-'93	....	1st Mortgage (Wy. Val. Can.)...	600,000	6	"	"	1878	....
Washington and Ohio:													



**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

ring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the

Land Grant Railroads are printed in "pink."

**ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.**

signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.

Railroad.		Rolling Stock.	
Re.	Cr.	Re.	Cr.

[illegible]



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## RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running costs (....) signify "not ascertainable."

Abstract of General Balance Sheet.									
Property and Assets.			Liabilities.			Operations.			
Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.



[illegible]







[illegible]



## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Div'ds Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic and Great Western, pref...	10,000,000	7	7	106
Atlantic and Mississippi and Ohio, pref...	800,000	7	7	106
Atlantic and Ohio, pref...	276,200	7	7	106
Atlantic and Pacific, preferred	10,000,000	7	7	106
Atlantic and St. Lawrence, * guar.	3,994,900	4	4	106
Baltimore and Ohio, * preferred	3,552,800	6	6	106
Baltimore and Ohio, * guaranteed	600,000	7	7	106
Blossburg and Corning, * guaranteed	250,000	6	6	106
Boston, Concord and Montreal, pref.	800,000	6	6	78
Buffalo, New York and Erie, * guar.	950,000	7	7	87
Catawissa, * pref. and guar.	1,159,500	7	7	87
Camden and Amboy, * guaranteed	6,847,800	10	10	124
Camden and Atlantic, preferred	838,469	7	7	113
Cayuga and Susquehanna, * guar.	889,110	9	9	113
Cedar Rapids and Missouri River, pref.	769,000	7	7	113
Central of New Jersey, * guar.	20,000,000	10	10	106
Central Ohio, * preferred	411,550	6	6	84
Chester, * guaranteed	380,000	6	6	84
Chester, preferred	2,153,200	7	7	84
Chicago and Alton, * preferred	2,425,400	10	10	106
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	110
Chicago and North-Western, pref.	21,485,033	7	7	106
Cine, Band and Cleveland, pref.	429,000	6	6	84
Cleveland and Mahoning, * guar.	2,059,200	7	7	113
Cleveland and Pittsburgh, * guar.	11,286,150	7	7	90
Cumberland Valley, 1st preferred	241,900	8	8	84
" 2d preferred	243,000	8	8	84
Dayton and Michigan, pref. & guar.	922,400	8	8	84
Delaware, * guaranteed	1,330,950	6	6	84
Detroit and Milwaukee pref. & guar.	2,157,140	6	6	84
Dubuque and Sioux City, * guar.	6,000,000	3	3	70
Dubuque South-Western, pref.	590,315	8	8	25
Eastern (N. H.), * guaranteed	492,500	6	6	25
Elmira, Jeff. and Canad. * guar.	500,000	5	5	80
Elmira & Williamsport, pref. & guar.	500,000	7	7	80
" com. & * guar.	500,000	5	5	80
Erie Railway, preferred	8,536,910	7	7	82
Erie and Pittsburgh, * guar.	2,000,000	7	7	82
Evansville and Crawfordville, pref.	100,000	7	7	82
Hannibal and St. Joseph, pref.	2,167,700	7	7	27
Harrisburg and Lancaster, * guar.	1,132,550	7	7	104
Houston, preferred	1,130,000	8	8	98
Huntington & Broad Top Mtn, pref.	190,750	7	7	27
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	98
Joliet and Chicago, * guar.	1,500,000	7	7	98
Joliet and Northern Indiana, * guar.	300,000	8	8	98
Little Miami, Col. and Xenia, * guar.	6,394,450	8	8	98
Louisv., Cincinnati and Lex. pref.	851,000	9	9	98
Marietta and Cincinnati, 1st pref.	8,101,650	6	6	98
" 2d pref.	4,436,250	6	6	98
Mich. Southern, (Lake Shore) guar.	533,500	10	10	106
Mill Creek, * guaranteed	328,375	10	10	106
Milwaukee and St. Paul, preferred	12,274,483	7	7	84
Mine Hill, * guaranteed	8,856,430	8	8	109
Montclair, * guaranteed	2,000,000	7	7	109
Morris and Essex, * guar.	15,000,000	7	7	109
Newark and New York, * guar.	2,000,000	10	10	111
Newark and Beaver Valley, * guar.	605,000	10	10	111
New Jersey, * guaranteed	7,295,200	10	10	122
New London Northern, * guar.	971,400	10	10	105
New York & Harlem, * pref. & guar.	1,500,000	8	8	129
" com. & * guar.	8,500,000	8	8	181
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6	84
North Eastern (S. C.), preferred	105,000	8	8	84
Norfolk and Western, * guar.	2,823,400	10	10	126
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	81
" pf. & * guar.	2,000,000	8	8	76
Ohio and Mississippi, preferred	4,030,000	7	7	38
Oswego and Syracuse, * guar.	1,144,400	9	9	99
Panama, guaranteed	7,000,000	12	12	126
Patterson and Hudson, * guar.	630,000	8	8	84
Pemberton and Hightstown, * guar.	342,000	6	6	84
Peoria and Bureau Valley, * guar.	1,200,000	8	8	84
Philadelphia and Erie, preferred	2,400,000	12	12	168
Phila. Germantown & Norristown, * guar.	2,231,900	10	10	110
Philadelphia and Reading, * pref.	1,551,387	10	10	115
Philadelphia and Trenton, * guar.	1,259,100	10	10	115
Pittsburg, Ft. Wayne & Chic., * guar.	22,214,285	7	7	97
Pittsburg and North Adams, * guar.	460,000	5	5	86
Portland, Saco & Portsmouth, * guar.	1,500,000	10	10	67
Rocheester & Genesee Valley, * guar.	557,580	7	7	12
St. Louis, Alton & Terre Haute, * guar.	4,300,000	7	7	204
St. Louis, Jacksonv. & Ch. pf. & * guar.	2,468,400	7	7	204
St. Louis, Kansas City & Nor., pref.	1,054,100	7	7	22
Schenectady Valley, * guaranteed	12,000,000	5	5	5
Shamokin V. & Pottsville, * guar.	576,000	6	6	84
Toledo, Peoria & Warsaw, 1st pref.	889,450	7	7	100
" 2d pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	100
Warren, * guaranteed	1,800,000	7	7	100

<b>CANAL STOCKS:</b>				
Danvers Division, * guar.	1,633,350	8	8	84
Danvers and Harrison, * guar.	5,847,500	10	10	106
Morris preferred stock, * guaranteed	1,175,000	10	10	126
" com. & * guar.	1,080,000	4	4	53
Schenectady Navigation preferred	2,908,971	6	6	80

## WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 3¢ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 15 cents per lb.; Pig, 67 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24¢; Scrap Cast, 6¢; Scrap Wrought, 48¢ per ton. No Bar Iron to pay a less duty than 35¢ per cent. ad val.

Pig, Scotch—Coltass.....	per ton	23	—	—
Guthrie.....	32	50	—	—
Summerlee.....	—	—	—	—
Camrose.....	—	—	—	—
Langloan.....	—	—	—	—
Glengarnock.....	21	—	—	—
Eglington.....	29	50	30	—
Pig, American, No. 1.....	28	—	—	—
Pig, American, No. 2.....	21	—	21	50
Pig, American, Forge.....	18	—	20	—
Bar, Refined, English and American.....	—	—	—	—
Bar, Sweden, assorted sizes.....	(gold)	—	110	—

Bar, Sweden, ordinary sizes.....	130	—	140	—
Bar, Sweden, Plov sizes.....	—	—	—	—
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....	57	50	—	—
Bar Refined, 1 to 6 by 1 & 5-16 in.....	62	50	—	—
Bar Refined, 1 & 1 by 1 & 5-16 in.....	62	50	—	—
Large Rounds, 2 1/2 to 3 1/2 by 4 in.....	62	50	72	50
Scroll.....	77	50	122	50
Ovals and Half-round.....	72	50	82	50
Band, 1 to 6 in. by 3-16 to No. 12.....	72	50	77	50
Horse Shoe.....	85	—	90	—
Rods, 1 to 3-16 inch.....	61	50	110	—
Hoop, 1 by No. 22 to 1 & 1 by 13 & 14.....	85	50	132	50
Nail Rod.....	—	—	—	—
Sheet Russia, as to assortment.....	(gold)	12	—	12
Sheet, Single, D. and T. Common.....	—	—	—	—
Sheet, Double and Treble, Charcoal.....	—	—	—	—
Sheet Galvanized 1st and 2d quality.....	List 20	35	p. c. disc.	—
Rails, English.....	(gold)	—	35	—
Rails, American, at Works in Penna.....	c'y. 43	—	43	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad val. (Store Prices.)

English, Cast, (2d and 1st quality).....	per lb.	14	—	16
English Spring (2d and 1st quality).....	—	—	—	—
English Blister (2d and 1st quality).....	—	—	—	—
English Machinery.....	—	—	—	—
English German (2d and 1st quality).....	—	—	—	—
American Blister.....	—	—	—	—
American, Cast, Tool.....	—	—	—	—
American, Cast Spring.....	—	—	—	—
American Machinery.....	—	—	—	—
American German Spring.....	—	—	—	—

NAILS—Duty: Cut, 14¢; Wrought, 24¢. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent. ad val.

10d. to 60d. Com. Fence & Sheath per keg.....	2	90	—	3
8d. and 9d. ".....	—	—	—	—
6d. and 7d. ".....	—	—	—	—
4d. and 5d. ".....	—	—	—	—
3d. and 4d. Light.....	—	—	—	—
3d. Fine.....	—	—	—	—
2d.....	—	—	—	—
Cut Spikes, all sizes.....	—	—	—	—

TIN—Duty: Pig, Bars and Block, 7¢; Plate and Sheets and Turn Plates, 1 to 10 cents per pound.

Blanca.....	(gold)	per lb.	—	24
Strait.....	(gold)	—	19	19
English, L. & F.....	(gold)	—	19	19
English, Refined.....	(gold)	—	19	19
Plates—Fair to good brands.....	Gold.	—	—	—
L. C. Charcoal.....	per box.	7	50	7
L. C. Coke.....	—	6	24	6
Coke Terne.....	—	6	25	6
Charcoal Terne.....	—	7	—	7

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40 to 48 gravity (in bulk).....	—	—	—	7
Crude 40 to 47 gravity (in shipping order).....	—	10	—	10
Refined, Standard White (in ship's order).....	—	12	—	13
Refined, S. W. (in jobbing lots).....	—	14	—	15
Refined, S. W. (in tin).....	—	17	—	19
Naphtha, Refined (65 to 75 gravity).....	—	8	—	9
Residuum.....	(in shipping order) per gall.	—	—	5

COPPER—Duty: Pig, Bar and Ingot, 5¢; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.

Copper, New Sheathing, (over 12 oz.) per lb.....	—	—	30	—
Copper, Bolts.....	—	—	31	—
Copper, Braziers' (over 16 oz.).....	—	—	31	—
Copper, Nails.....	—	—	38	—
Copper, Old Sheathing, &c., mixed lots.....	—	—	19	—
Copper, American Ingot Lake.....	—	23	—	23
Copper, English Pig.....	—	—	—	—
Yellow Metal, New Sheathing & bronze.....	—	—	21	—
Yellow Metal, Bolts.....	—	—	28	—
Yellow Metal, Nails, Sheathing & Slatting.....	—	—	21	—

LEAD—Duty: Pig, 12¢ per 100 lb.; old Lead, 1¢ cents per lb.; Pipe and Sheet, 2¢ cents per lb.

Spanish Ordinary.....	(gold)	per 100 lb.	7	12
German Ordinary.....	(gold)	7	12	—
English.....	(gold)	—	7	12
Foreign Refined.....	(gold)	—	—	—
Domestic.....	(gold)	5	90	6

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, 75¢; other, 40 cents per 28 bushels of 50 lb. to the bushel.

Liverpool Gas Cannel.....	12	—	—	—
Liverpool House Cannel.....	17	—	18	—
Anthracite (by cargo).....	per ton of 2,000 lb.	8	25	6

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 28.

W. 22 Th. 23 F. 24 Sat. 25 M. 27 Tu. 28.

Allegheny Val. 7 & 10.....	78	78	78	78
Camden & Am. Co., 1883-102	102	102	102	102
Co., 1889.....	105	105	105	105
Mort. Co., 1889.....	105	105	105	105
Camden and Atlantic.....	50	50	50	50
Preferred.....	50	50	50	50
1st mortgage.....	50	50	50	50
2d mortgage.....	50	50	50	50
Catawissa.....	191	191	191	191
Preferred.....	43	43	43	43
New preferred.....	43	43	43	43
7s, new.....	43	43	43	43
Elmira & Williamsport.....	101	101	101	101
Preferred.....	43	43	43	43
7s.....	43	43	43	43
Hunt. & B. Top Mt.....	101	101	101	101
Preferred.....	43	43	43	43
2d mortgage.....	101	101	101	101
Lehigh Navigation.....	49	49	49	49
Co., 1877.....	49	49	49	49
Co., 1884.....	102	102	102	102
Gold Loan.....	104	104	104	104
Railroad Loan.....	103	103	103	103
Conv. Gold Loan.....	103	103	103	103
Lehigh Valley.....	61	61	61	61
Co., new, coupon.....	61	61	61	61
Co., new, registered.....	61	61	61	61
7s.....	61	61	61	61
Little Schuylkill.....	105	105	105	105
7s.....	105	105	105	105
Minchill & Sch. Haven.....	53	53	53	53
North Pennsylvania.....	53	53	53	53
1st mortgage.....	53	53	53	53
2d mortgage.....	53	53	53	53
Chattel 10s.....	105	105	105	105
Gen'l mort. 7s, coup.....	105	105	105	105
Northern Central.....	34	34	34	34
Oil Creek & Alleg. Riv. 101	101	101	101	101
1st mortgage.....	101	101	101	101
Pennsylvania R. R.....	51	51	51	51
1st mortgage.....	106	106	106	106
Gen'l mortgage.....	108	108	108	108
Gen'l mort. reg.....	108	108	108	108
Penn. State Co., 2d series.....	105	105	105	105
Penn. State Co., 3d series.....	114	114	114	114
Philadelphia City, Co., 100	105	105	105	105
Co., new.....	105	105	105	105
Phila. and Reading.....	55	55	55	55
Debenture bonds.....	55	55	55	55
7s, of 1893.....	109	109	109	109
7s, new, convertible.....	109	109	109	109
Gen'l mortgage.....	106	106	106	106
Gen'l mortgage, reg.....	106	106	106	106
Philadelphia and Erie. 191	191	191	191	191
1st mortgage, Co., 100	100	100	100	100
2d mortgage, 7s.....	90	90	90	90
Schuylkill Navigation.....	90	90	90	90
Preferred.....	90	90	90	90
Co., 1872.....	105	105	105	105
Co., 1876.....	105	105	105	105
Co., 1882.....	80	80	80	80
United Co. of N. Jersey.....	134	134	134	134
Hestonville, (Horse). 33	33	33	33	33
Chestnut & Wal. (do.).....	97	97	97	97
Green and Coates (do.).....	63	63	63	63
2d and 3d streets (do.).....	106	106	106	106
Spruce and Pine (do.).....	42	42	42	42
13th and 15th sts. (do.).....	4	4	4	4



## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.			
Adams Express.....	102	102	101
Albany and Susq.....			116
1st mortgage.....			
2d mortgage.....			
American Express.....	57	56	57
Am. Dock and Imp. 7s.....			104
Atlantic & Pacific pref.....			3
Atlantic & Pacific Tel.....			19
Bost., Hart, & Erie 1st.....			34
Burl. C. R. & Minn. 1st.....		34	
Canton Co.....			
Central of N. Jersey.....	104	104	104
1st mortgage, new.....	115	115	115
7s, consolidated.....	111	111	111
7s, convertible.....	106	105	
Central Pacific 6s, gold 107		107	107
1st Mt. (San Joaquin).....	91		91
1st Mt. (Cal. and Or.).....	92		93
Ches. and Ohio 1st M.....			
Chicago and Alton.....	97		97
Preferred.....			
1st mortgage.....			
Sinking Fund.....			
Income bonds.....			
Chic., Burl. & Quincy 114		113	114
7s Consol, 1893.....			
7s, 1893.....		113	
Chic. & Milwaukee 1st.....			
Chic., Mil. and St. Paul 34	34	34	35
Preferred.....	65	65	67
1st mortgage, 8s.....			
2d mortgage, 7 3/4-10s.....	95	95	
7s, gold.....			97
1st M. (La Crosse div.) 98	98		
1st M. (I. and M. div.) 86			
1st M. (I. and D. div.).....			
1st M. (H. & D. div.).....			
1st M. (C. & M. div.).....			
Consolidated S. F. 82		82	82
Chic. & Northwestern 3s	85	38	39
Preferred.....	55	54	56
1st mortgage.....		101	
Sinking Fund.....			
Consolidated 7s.....	99		99
Consol. Gold bonds.....	85	85	85
Chic., Rock Isl. & Pac. 104	103	104	104
7s, 1896.....	111		111
Clev., Col. C. and Ind.....			
1st mortgage.....		106	
Clev. & Pittsburg guar. 89		90	90
7s, Consolidated.....			
4th mortgage.....			
Clev. P. and Ash. 7s.....			
7s, new.....			
Clev. and Tol. S. F.....			
Col. Chl. & Ind. Cent. 3		3	3
1st mortgage.....	45		
2d mortgage.....			
Consol. Coal of Md.....		45	45
Del. & Hudson Canal.....		124	
Reg. 7s, 1891.....			
Reg. 7s, 1884.....		112	112
7s, 1894.....			
Del. Lack. & Western.....	119	120	120
2d mortgage 7s.....			120
7s, Convertible.....			
Det. Mon. & Tol. 1st.....			
Det. of Columbia 3-6s.....	67	68	68
Erie Railway.....	15	15	16
Preferred.....			
1st mortgage.....			
2d mortgage.....			
3d mortgage.....			
4th mortgage.....	95	95	
5th mortgage.....			
Great Western 1st mort.....		53	53
2d mortgage.....			55
Hannibal & St. Joseph 20	20	20	21
Preferred.....	26	26	27
8s, Convertible.....	79	79	
Hudson River 2d mort.....			
Illinois Central.....	97		97
Kansas Pacific.....	12	12	13
Lake Shore & Mich. So. 59	59	59	60
Consol. 7s.....			
Consol. 7s, reg.....			
2d Consolidated.....			
Lake Shore Div. bonds.....		101	102
Long Dock bonds.....	162		
L'ville & Nash. 7s Cons. 85	85		
Michigan Central.....	59	59	59
7s, 1902.....			
8s 1892.....			
M. S. and N. I. 1st, S. F. 106			
2d mortgage.....			
Morris and Essex.....	102	102	102
1st mortgage.....			
2d mortgage.....	110		
7s of 1871.....	107		
7s, Convertible.....			
7s, Consolidated.....		106	
N. Y. Cent. & Hud. Riv 1st	104	104	104
7s, Sinking fund, 1876.....			
6s, Sinking fund, 1883.....		102	
6s, Sinking fund, 1887.....			101
1st mortgage.....			125
1st mortgage, reg.....			
N. York and Harlem. 130		130	130
Preferred.....			
1st mortgage.....			
1st mortgage, reg.....			

## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
New Jersey.....						
N. Y. N. Haven & Hart.....	143		144	144	144	145
North Missouri 1st M.....						
Ohio and Mississippi 16	16		16	17	17	17
Preferred.....	67		68			
2d mortgage.....	67		68			68
Consolidated 7s.....						
Consol. Sinking fund. 95				95		
1st M. (Springfield D.).....						
Pacific Mail S. S. Co. 39	39		40	39	39	39
Pacific R. R. of Mo. 13	13		13	13	11	11
1st mortgage.....			83			83
2d mortgage.....	70					
Pacific 7s, guar. by Mo.....						
Panama.....	126					
Pitts., Ft. W. & Chl. gtd.....						97
1st mortgage.....						
2d mortgage.....						
3d mortgage.....						
Quicksilver Mining Co.....	17					
Preferred.....				23		
St. L., Alton and T. H.....						
Preferred.....						
1st mortgage.....						
2d mort. preferred.....						68
Income bonds.....						
St. L., Iron Mt. & S'thu.....	15		15			
1st mortgage.....	94	94			95	
2d mortgage.....						
St. L., Jack. & Chl. 1st.....						
St. L. Kan. City & N.....					4	
Preferred.....					22	
Tol. P. & W. 1st E.D.....						
1st mort., West. Div.....						
Tol., Wab. & Western. 3	3		3		3	
Preferred.....			5			
1st mortgage.....						
2d mortgage.....	50			53		
7s, Consolidated.....	29					30
St. Louis Division.....						
Union Pacific.....	102	72	74	75	75	61
1st mortgage.....	105	105	104	105	106	106
Land Grant 7s.....	101	101	101	101	101	
Sinking Fund 8s.....	93	93	93	95	94	94
United States Express. 61	60		62			62
Warren.....						
Wells-Fargo Express.....	80					
Western Pacific bonds.....	99		99	99	100	
Western Union Tel.....	72	72	73	73	73	73
7s, S. F. conv. 1900.....			97	97	97	

## Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

Atch. Top. and San. Fe.....	70	69	69	69
1st mortgage.....	66	66	66	66
Land Grant 7s.....	66	66	66	66
Income 12s.....	133	133	133	133
Boston and Albany.....	133	133	133	133
7s.....	101	101	101	101
6s, 1895.....	101	101	101	101
Boston and Lowell.....	108	108	108	108
7s.....	108	108	108	108
Boston and Maine.....	108	108	108	108
Boston and Providence.....	146	146	146	146
Boston, Hart, & Erie 7s. 19	19	19	19	19
Boston Water Power.....	12	12	12	12
Burl. & Mo. R. in Iowa.....	12	12	12	12
Land Grant 7s.....	37	37	37	37
Burl. & Mo. R. in Neb.....	37	37	37	37
8s, old.....	37	37	37	37
Carthage and Burl. 8s.....	37	37	37	37
Cary Improvement.....	37	37	37	37
Chl. Burl. and Quincy 114	114	113	112	113
7s.....	107	107	107	107
Chl. Rand. and Clev. 3	9	9	9	9
Concord.....	79	79	79	79
Connecticut River.....	130	130	130	130
Eastern.....	10	10	10	10
7s, Sinking Fund.....	56	56	56	56
Fitchburg.....	127	127	127	127
Ind. Chl. & Lafayette.....	58	58	58	58
Michigan Central.....	58	58	58	58
Nashua and Lowell.....	80	80	80	80
Northern, N. H.....	69	69	69	69
Norwich & Worcester.....	69	69	69	69
Ogden, & Lake Cham.....	69	69	69	69
Preferred.....	69	69	69	69
Old Colony.....	104	105	105	105
7s, 1877.....	61	61	61	61
Ph. Wil. & Baltimore.....	61	61	61	61
Port'd. Saco & Ports. 67	67	67	67	67
Ports, Gt. Falls & Con.....	23	23	23	23
Pullman Palace Car.....	23	23	23	23
Union Pacific.....	100	100	100	100
6s.....	100	100	100	100
Land Grant 7s.....	100	100	100	100
Sinking Fund 8s.....	90	90	90	90
Vermont and Canada.....	99	99	99	99
Vermont and Mass.....	99	99	99	99
Worcester and Nashua.....	89	89	89	89
Cambridge (Horse).....	104	104	104	104
Metropolitan ("").....	57	54	54	54
7s.....	57	54	54	54
Middlesex ("").....	57	54	54	54
Central Mining Co.....	34	34	34	34
Calumet and Hecla.....	159	159	159	159
Copper Falls.....	159	159	159	159
Franklin.....	14	14	14	14
Quincy.....	43	43	43	43

## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.			
FEDERAL STOCKS:			
U. S. 5s, 10-40s, reg.....	116	117	117
U. S. 5s, 10-40s, coup.....	116	117	117
U. S. 5s, 1881, reg.....	116	116	116
U. S. 5s, 1881, coup.....	117	116	116
U. S. 5s, 1881, reg.....	119	119	119
U. S. 5s, 1881, coup.....	124		
U. S. 5s, 5-20s, reg. 1862.....			
U. S. 5s, 5-20s, c. 1862.....			
U. S. 5s, 5-20s, reg. 1864.....			
U. S. 5s, 5-20s, c. 1864.....			
U. S. 5s, 5-20s, reg. 1865.....			
U. S. 5s, 5-20s, c. 1865.....			
U. S. 5s, 5-20s, r. n. 1865.....		116	116
U. S. 5s, 5-20s, c. n. 1865.....		119	119
U. S. 5s, 5-20s, reg. 1867.....		119	119
U. S. 5s, 5-20s, c. 1867.....	122	122	122
U. S. 5s, 5-20s, reg. 1868.....	119	118	
U. S. 5s, 5-20s, c. 1868.....		122	122
U. S. 5s, Pac. R.R. issue.....	122	122	122

## London Stock Exchange.

Closing Prices.

Dec. 16.	Dec. 8.	Dec. 16.	Dec. 8.
Atlantic & Gt. W. 1st mort., \$1,000..	26	26	27
Do. 2d mort., \$1,000.....	11	11	12
Do. 3d mort., \$1,000.....	41	51	51
Atlantic, Miss. & Ohio Consol. mort. 30	35	35	35
Central of New Jersey Consol. mort. 97	98	97	98
Central Pacific of California 1st mort. 95	97	95	97
Do. (C. & O. div.) 1st mt. gd. bds. 50	52	50	52
Detroit & Milwaukee 1st mort. bonds 35	45	35	45
Do. 2d do. 35	45	35	45
Erie shares, \$100.....	14	15	14
Do. Preference Shares.....	20	32	30
Do. 7 Convertible Gold Bonds.....	42	44	41
Galveston and Harrisburg 1st mort. 65	75	65	75
Illinois Central \$100 shares.....	85	87	84
Lehigh Valley Consol. mortgage.....	88	89	88
Marietta and Cincinnati Railway.....	100	102	102
Mo. Kan. & Tex. 1st M. G. B. Eng. 42	46	42	46
N. Y. Cent. & Hud. Riv. Mt. bonds. 109	110	109	109
Do. 1st mortgage.....	95	97	95
Pennsylvania, \$50 shares.....	45	46	45
Do. 1st mortgage.....	49	50	49
Philadelphia and Reading \$50 sha. 49	50	49	50
Pittsbg. Ft. W. & Chl. Equip. bds. 103	105	102	104
Union Pacific Land Grant 1st mort. 89	91	88	90
Do. do. do. 2d do. 93	95	93	95

## American Railroad Journal.

Saturday, January 1, 1876.

## Financial and Commercial Affairs.

Financially, the year closed on a more stringent local market for Money, due partly to the arrangements for the first of January interest and dividend disbursements. In the commercial line, with the exception of some further reports and rumors of failures, of no great magnitude, the markets wound up steadily, and free from excitement, in all instances. Breadstuffs, Cotton, and Provisions were more sought after toward the close, on export account; favored to some extent by a weaker ocean freight market. A brisk demand has been reported for Money, mainly on speculative account, at generally strong and buoyant



The loan and discount item was reduced \$1,829,000. The circulation was contracted \$77,900. The U. S. Sub Treasury in this city closed the week with a currency balance of \$37,561,740, against \$38,649,204 the preceding week; and a coin board of \$42,093,801, against \$42,116,877 on the previous return. The City bank exchanges in currency reached \$357,831,740, or a daily average of \$71,566,328. The customs revenue of the port, during the week was only \$831,000. The City banks reported their average of gold last week at \$16,759,900, and their greenback average at \$40,762,200. Their deposits stood at \$200,640,800. The loan item was \$263,683,500. The circulation was \$18,950,700.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$7,361,900.

The aggregate of the outstanding U. S. currency, of all denominations, December 1st was \$415,361,899. The outstanding amount of legal tender notes is \$372,471,772. The National bank circulation is now \$343,938,278, including \$2,127,750 of national gold bank notes.

The specie shipments from San Francisco, January 1 to Dec. 16th, were \$42,407,003, against \$29,084,575 same time in 1874.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$9,000,000; special deposit of legal tenders for the redemption of certificates of deposit, \$45,460,000; Coin, \$73,500,000; Coin certificates \$24,670,000.

The week's import entries of Foreign Merchandise at New York were \$2,373,000, including \$699,053 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 57 millions; and from Customs, 78½ millions.

Gold has further receded, on a more liberal offering, and very moderate inquiry from all sources, unusually little demand having been noted from shippers and importers (the latter needing exceptionally light amounts for custom house purposes.) The extremes of the price during the week have been 112½@113½, closing on Wednesday at 113 as against 113¼, on Wednesday of the preceding week. The specie outflow last week was \$298,785 against \$417,750 the previous week and since Jan. 1, 1875 \$70,479,537, against \$59,510,776 in 1874. The imports of specie at this port last week were \$12,529 and since Jan. 1, have been \$12,740,290, against \$6,251,725 same time last year. The customs demand for gold last week averaged only \$166,200 per day. Foreign Exchange has been in fair request and quoted at the close steady. Bankers' sixty day bills on London closed on Wednesday at \$4 85@84 85½; sight bills on London at \$4 89@84 89½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$3,739,424. The week's imports of Dry Goods and general merchandise were to the specie value of \$2,373,000, as against \$2,966,000 the corresponding week of last year.

Government Securities have been less freely dealt in through the week, and with the decline in Gold prices have further yielded slightly,

though on restricted offerings of the favorite issues. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$364,690,112.

U. S. sixes of 1881 closed on Wednesday of this week at 123¼@124¼; U. S. Five-Twenties of 1864, at 113¼@114; U. S. Five-Twenties of 1865, 115¼@115¾; U. S. Five-Twenties of 1865, consolidated, 119¼@120; U. S. Five-Twenties of 1867, 122¼@122¾; U. S. Five-Twenties of 1868, 122¼@122¾; U. S. Ten-forties at 117¼@117¾; U. S. Fives of 1881, (Funding Loan) 116¼@116¾; Six per cent. currency Sixes, 122¾@122¾.

State and Railway bonds have been in rather more demand mainly on investment account, and quoted steadier toward the close. And in the line of Railway and Miscellaneous share property, business has been fairly active with values quoted variable, though toward the close, in most instances stronger.

General business has been comparatively slow in Produce and Merchandise, though, as a rule, buyers have had any existing advantage as to prices. The intervention of the holidays retarded transactions, as usual at the close of the year. The Metal trade indicated less animation. Eglinton Pig Iron quoted here at \$29 50@30; Gleggarnock \$31@32; Coltness \$33; No. 1 American Pig at \$23@24; No. 2 do. at \$21@22; Forge, \$16@20; English Rails (in bond) \$35@36 gold; American Rails at works, \$45@48; Old Rails \$22 50@23 50. Wrought Scrap, \$30@31. Ocean freights have been moderately active, with room for Grain, Flour, Cotton and Petroleum, in most request, closing rather easier as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Canada Southern 1st mort., coupon on, 59¼; do. with int., certif., 58½; Lehigh and Wilkesbarre 7s, conv., 96; Boston, Hartford and Erie 7s, guar., 19¼; Cedar Falls and Minnesota 1st mort., 84; Rome, Watertown and Ogdensburg 7s, consol., 90; Chicago, Rock Island and Pacific R. R. 6s, S. F., 100; Spring Mt. Coal, 62½; Tennessee 6s, old, 41½; do. new, 39½; Missouri 6s, long bonds, 102½; Missouri 6s, H. and St. J. issue 1876, 102; New York State 7s, B. L. reg., 103½; do. coupon, 107; South Carolina 6s, new, Jan. and July, 35; do. non fund., 5; North Carolina 6s, issued to N. C. R. R., April and Oct., 52; Brooklyn 6s, W. L., 104. The latest quotations are: Pacific Mail 39¼@39¾; Western Union Telegraph, 73¾@73½; Atlantic and Pacific Tel., 18@18; Quicksilver Mining, 17½@18¼; do. pref., 23@24; Mariposa Land and Mining, 8½@9½; do. pref., 9@10; Adams Exp., 101½@102½; American Exp., 56¾@56¾; U. S. Express, 62@63; Wells-Fargo Express, 85@86; Chicago and Alton, 97½@96; Cleveland and Pittsburgh, 89½@89¾; Chicago and North-western, 39@39½; do. pref., 56½@56¾; Chicago Rock Island and Pacific, 104¼@104½; Chicago, Milwaukee and St. Paul, 35¼@35¾; do. pref., 66¾@66¾; Cleveland, Columbus, Cincinnati and Indianapolis, 58½@59½; Columbus, Chicago and Indiana Central, 8½@8¾; Delaware, Lackawanna and Western, 120@120¼; Erie, 15½@15¾; Hannibal and St. Joseph, 20½@21; do. pref., 27¼@28; Lake Shore and Michigan Southern, 59½

@59¼; Michigan Central, 58½@58¾; New York and Harlem, 130¼@131; N. Y. Central and Hudson River, 104¼@105; Central of New Jersey, 105¼@106; Ohio and Miss., 16¾@17¼; Panama, 125@127; Toledo, Wabash and Western, 3¼@3½; Pacific R. R. of Missouri, 11¾@11½; Union Pacific, 74¼@74½; do. 1st mort., 106@106½; do. 7s, land grant, 101¼@101½; do. sinking fund 8s, 94@94; Central Pacific 6s, gold, 108@108¼.

Boston.—Vermont Central 1st mort., 12; Chicago, Burlington and Quincy S. F., 5s, 88; Atchison, Topeka and Santa Fe 2d mort., 85½; Burlington and Missouri River R. R., in Nebraska, 8s, 1894, 95½; Lowell and Andover 6s, 1894, 94¾; Jackson, Lansing and Saginaw 8s, 1885, 93¾; Middlesex Horse R. R., 70; do. 6s, 89¾; Rutland 1st mort. 8s, 1902, 71; Framingham and Lowell R. R., 28¼; do. 8s, 1882, 87¾; Metropolitan R. R., 7s, 1884, 103½; Eastern R. R. 7s, 1883, 52; do. 1887, 51; Summit Branch R. R., 36½; New Bedford R. R., 113¾; Vermont and Canada R. R., 29¾; New York and New England R. R., 16; South Boston Horse R. R., 58¾; Boston Land, 6; Waverly Land, 20c.; New Hampshire 6s, 107; Boston 6s, 1893, 108¾; do. 1894, 108½; do. 1880, 105¼; Lowell 6s, 1890, 104¼; Cook Co., Ills., 7s, 1880, 104; Cleveland 7s, 104; do. 6s, 1880, 98; Cambridge 6s, 104¼; Allouez Mining Co., 17¼; Duncan, 1½; Mesnard, 62½c.; Pewabic, 5; Petherick, 50c.

Philadelphia.—Oil Creek and Allegheny River R. R., 7s, consol., 65; Pennsylvania and New York 7s, 107; Belvidere Delaware 3d mort., 94½; Pennsylvania Canal 6s, 72½; Lehigh Nav. 7s, consol., 102; Lehigh Valley consol. mort. 6s, 97½; Empire Transp. 8s, 104; Susq. Canal 6s, 77; Pittsburg, Cin. and St. Louis 7s, 79; West. Pennsylvania R. R., 6s, 80; Perkiomen R. R., 6s, 90; Wilmington and Reading 1st mort., 45; Phila., Germ. and Norristown R. R., 99; Nesquehoning Valley R. R., 55½; Fifth and Sixth sts. R. R., 70; Germantown R. R., 81; Eighteenth St. R. R., 25; Lombard and South Streets R. R., 32½. The latest quotations are: City 6s, 102@102½; do. free of tax, 105½@105¾; Pennsylvania State 6s, 2d series, 105¼@106; do. 3d series, 114@114¼; Philadelphia and Reading, 55¼@55¾; do. Gen'l mort. 7s, coup., 106¼@106½; do. reg., 106¼@106½; do. mort. 6s, 1880, 106¼@—; do. 7s, new conv., 108½@109; do. 7s, 1893, 108½@—; United New Jersey R. R. and Canal Co., 124½@—; Camden and Amboy mort. 6s, 1889, 105@105½; Pennsylvania R. R., 52¼@52¾; do. 1st mort., 106@106½; do. general mort. coupon, 103@103½; do. reg., 103@103½; Little Schuylkill R. R., 52@52½; Morris Canal, 53@—; do. pref., 132@—; do. 6s, 100@—; Susq. Canal, 829; do. 6s, 77½@78; Schuylkill Nav., 7½@—; do. pref., 15½@15½; do. 6s, 1882, 80½@81; do. 1872, 95@95½; do. 6s, Imp., 90@—; Elmira and Williamsport pref., 39@—; do. 7s, 103½@—; do. 6s, 65@—; Lehigh Coal and Navigation, 49¾@49¾; do. 6s, 1884, 102¼@102¾; do. R. R. Loan 103½@103¾; do. Gold Loan, 103¾@104½; North Pennsylvania, 53@53½; do. 6s, 105@—; do. 7s, 106@—; do. Gen'l mort. 7s, 105@105½; Philadelphia and Erie, 20@20½; do. 6s, 100½@100½; do. 7s, 90@90¾; Minehill, 54@54¼; Catawissa, 19@19½;



do. pref., 48½@44; do. new pref., 42@42½; do. 7s, 1900, 105@—; Lehigh Valley, 61½@62; do. 6s, new coupon, 108½@104; do. reg., 104½@105½; do. 7s, 111@111; do. 6s., consol. mort., 97@98; Fifth and Sixth streets (horse), 69¾@70¼; Second and Third, 80½@81; Thirteenth and Fifteenth, 40@40½; Spruce and Pine, 45½@46½; Green and Coates, 68½@64; Chestnut and Walnut, 98@99; Hestonville, 34¾@34¾; Germantown, 81@82.

**Baltimore.**—Maryland Defense 6s, 108; Virginia peelers, 39; Norfolk Water 8s, 101½; Baltimore 6s, 1875, 104¼; do. 1902, 106; Cincinnati 7.30s, 106; Wilmington and Weldon 7s, 108; Santa Clara bonds, 40. The latest quotations are: Wilmington and Weldon 7s, 101@103½; Wilmington, Columbia and Augusta 7s, 45@47; Richmond and Danville 1st mort., 70@71; Pittsburg and Connelleville 7s, 1898, 107@107½; Baltimore and Ohio, 170@175½; do. 6s, 1880, 107½@—; do., 1885, 107½@109; Washington Branch 120½@—; Northern Central, 34@35; do. 6s, 1877, 100@—; do. 6s, 1885, 104@105; do. 6s, 1900, 98@—; do. 6s, 1900, gold, 101½@102; N. W. Va. 3d mort. 1885, 100@—; Marietta and Cincinnati 1st mort. 7s, 1892, 107½@108; do. 2d mort. 7s, 96¼@96½; do. 3d mort. 8s, 79@80; Central Ohio, 40@—; do. 1st mort., 100¼@—; Western Maryland, 5@6½; do. 1st mort. 6s, 1890, 90@91; do. 1st mort. guar., 106@—; do. 2d mort. guar., 106@—; do. 3d mort. guar., 106@107; do. 2d mort. pref., 90@91; do. 2d mort., guar. by Washington Co., 90@100; Virginia and Tennessee 2d mort. 6s, 72@78; do. 3d mort. 8s, 76@80; Orange and Alexandria 1st mort. 6s, 80@90; do. 2d mort. 6s, 73@75; do. 3d mort. 8s, 72@76; do. 4th mort. 8s, 55¾@56½; Orange, Alex. and Manassas 7s, 85¾@86¼; Baltimore 6s, 1875, 104@104½; do. 1884, 106@—; do. 1886, 106@—; do. 1890, 106¼@106½; do. 1900, 106@—; do. 1902, 106@—; do. 6s, exempt, 110@—; do. 5s, 80@—; Memphis City 6s, 30@40; Maryland Defense 6s, 1883, 108@108½; do. 6s, 1890, 102@—; do. 6s, exempt, 108@—; do. 5s, 80@—; Virginia coupon 6s, old, 38@41; do. new, 38@41; do. consol. 6s, 70@71¼; Virginia coupons, 84@87; West Virginia def. certiff., 9@9¼; City Passenger R. R., 29@31; George's Creek Coal, 145@150; Atlantic Coal, 2.60@2.70; Am. Gas Coal, 20@30; Canton Co., 38@43.

## Brown, Brothers & Co.,

No. 59 WALL ST., N. Y.

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

An adjourned meeting of the Indianapolis, Bloomington and Western extension first mortgage bondholders was held on the 28th ult. to hear the report of the special committee, appointed on the 15th of October. The report, which was adopted, closed with a suggestion that measures should be immediately taken to foreclose the mortgage.

## New York, New Haven and Hartford Railroad.

From the report of the directors of this company for the year ending September 30, 1875, we learn that the earnings were; from the transportation of passengers, \$2,865,173 58; from the transportation of freight, \$1,481,493 25; mails, etc., \$243,441 72; interest, \$59,409 90—total, \$4,599,523 45. The expenses during the same period were \$2,508,764 71; taxes and interest on coupons, \$395,838, 25; leaving the net earnings \$1,669,930 49. The directors in conclusion say:

Notwithstanding the continued depression of business, we are enabled to report to the stockholders an increase both in gross revenue and net earnings for the last fiscal year. During the year the large shop of the company at Hartford for the construction and repair of cars was destroyed by fire. This has been replaced by a fire proof building. A large addition has been made to the equipment of the road. The cost of these additions and improvements is included in the expenses for the year. Except for these outlays and the reduction in the market value of materials and supplies on hand, the net earnings, after paying all expenses, interest, and taxes, would have shown considerably more. On the Shore Line Railway we have realized a profit on the business of the year of \$27,786 61, after the payment of all expenses, rent and outlays for permanent improvements. As compared with the preceding year, the results of the business are better for your company to the amount of \$143,400. On the 1st of October last the first mortgage bonds of the old New York and New Haven Railroad Co. fell due, were paid off and canceled, so that now the New-York, New-Haven and Hartford Railroad company is free from both funded and floating debt, and is at liberty, after fulfilling its obligations to its leased roads, to apply all its net earnings to the payment of dividends upon its stock. It is the purpose, however, of your Board of Directors, in the management of this valuable property, to limit the dividends upon the stock to ten per cent. per annum, and to apply the surplus earnings to increasing the facilities and accommodations of the road. This policy we deem just to the stockholders and equitable to the public.

### Sparks from Locomotives.

Judge Nixon, of the U. S. Circuit Court for the New Jersey District, presided recently at the trial of a suit against the Pennsylvania Railroad Company, for damages arising out of the burning of timber which was set on fire by sparks from a locomotive belonging to the company. The Judge charged the jury that, in deciding the question whether the fire was the result of gross carelessness on the part of the defendants, they must consider that the law requires the use of all practical means to prevent the escape of sparks, and that the burden of proofs is on the defendants to show that the engine was provided with the required appliances. The jury rendered a verdict for the plaintiff, awarding him \$2187 67 for the damages sustained.

The President has appointed Edgar Mills and Christopher Greer, of Sacramento, and Jacob Neff, of Auburn, California, commissioners to examine and report upon twenty additional miles of the California and Oregon railroad, beginning near Vina, Tehama county, California, and making a total of 117½ miles reported completed up to date.

The Pennsylvania Railroad Company are laying two additional tracks the entire length of the New Jersey division of the road, in expectation of the increase of travel to the centennial exhibition.

## Hatch & Foote, BANKERS,

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.

EXECUTE ORDERS AT STOCK EXCHANGE. INTEREST ALLOWED ON DEPOSITS.

## Martin Lewis,

Room 3. 43 PINE ST., N. Y.

DEALER IN

Securities of Solvent and Defaulted Railroad Companies, also State, City and County Bonds.

TIME LOANS NEGOTIATED.

Refers by permission to Messrs. M. K. Jesup, Paton & Co., New York; Messrs. Roulter & Co., New York; Jon. S. Norris, Esq., President First National Bank, Baltimore; Robert Mickle, Esq., Cashier Union National Bank, Baltimore.

**THE HOLDERS OF THE FIRST MORTGAGE** bonds of the Logansport, Crawfordsville and Southwestern Railway Company are hereby notified and requested to attend an adjourned meeting at the Fifth Avenue Hotel, New York City, on the 7th day of January next, at 12 o'clock, M., called in pursuance of a resolution adopted at the last meeting of the first mortgage bondholders, held at the Fifth Avenue Hotel, New York, on the 13th day of September, ult., it having, in the opinion of the Committee, become necessary to proceed to foreclose the mortgage.

As the Trustee, by the terms of the mortgage, is only authorized to act upon the request of a majority of the first mortgage bondholders, every bondholder is earnestly desired to be present at the meeting.

JOHN BAIRD,  
JOHN E. WARD,  
CHARLES C. JONES, JR.  
T. C. HENRY.

OFFICE OF THE HANNIBAL AND ST. JOSEPH RAILROAD CO., No. 78 BROADWAY, NEW YORK, Dec. 24, 1875.

**THE INTEREST MATURING JAN. 1, 1876,** on the bonds of this company, also on \$3,000,000 Missouri State 6 per cent. bonds, known as "The Hannibal and St. Joseph issue," will be paid on and after the 3d day of January, 1876, on presentation of the proper coupons, at the Bank of North America.

JOHN P. ACKER, Treasurer

OFFICE CENTRAL PACIFIC RAILROAD CO., No. 9 NASSAU ST., New York, Dec. 27, 1875.

**THE COUPONS OF THE FIRST MORTGAGE** bonds of the Central Pacific Railroad Company, the Western Pacific Railroad Company, and the California and Oregon Railroad Company, due Jan. 1, 1876, will be paid in gold at the office of Fisk & Hatch, No. 5 Nassau st. Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice President.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, New York, Dec. 15, 1875.

**A DIVIDEND OF FOUR PER CENT. HAS** been declared by this company, payable on the 1st day of February next to the holders of full-paid shares registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

The grading of the Federal Creek (Ohio) Railway has been completed from Kilbert to Joy, and to within three and one half miles of the town of Stewart. This makes the connection complete with the Marietta Short Line. The balance of the road to Stewart will be graded as soon as the right of way is secured. The road when finished, will open up a new coal region.



CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST										PASSENGER RAILROAD BONDS												
Years ending	Length track equiv. single	Horses and mules	Dummies	Cars	COMPANIES	Cost of Road and Equipment	Share Capital	Indebtedness		Earnings		Dividends on paid Capital		Value of Shares			COMPANIES	Amount outstanding	Rate	Payable	Principal Payable	Price
								Bonded Debt	Floating Debt	Gross	Net	Per cent	Per cent	Par	Paid	Market						
Sept. 30, '74	9.50	122	48		Albany (N.Y.)	301,244	200,000	60,000		110,953	35,070	61	100	100		Albany	1st Mortgage	60,000	7 J & J	1883	...	
Sept. 30, '74	1.91				Albany at Freight (B'ton) Mass.	49,285	75,000			5,238	4,138		100	100		Atlantic (B'klyn) Ave.	1st Mortgage	115,000	7 A & O	1881	...	
Sept. 30, '74	25.00	469	97		Atlantic Avenue (B'klyn) N.Y.	762,670	680,000	655,000	14,407	295,046	63,201		100	100		2d Mortgage	100,000	7 A & O	1884	...		
Sept. 30, '74	11.83	367	55		Avenue C (N.Y. City) N.Y.	1,000,000	500,000	900,000	200,000	297,301	49,702		100	100		Consolidated Mortgage	440,000	7 J & J	1885	...		
Sept. 30, '74	9.26	707	103		Baltimore City (Balt.) Md.	1,000,000	1,000,000					3	25	25	284	Avenue C	1st Mortgage	900,000	7 A & O	1890	...	
Sept. 30, '74	24.00	432	60		Bleeker st. & F.F. (N.Y.C.) N.Y.	1,801,674	900,000	604,000	51,540	259,640	46,457		100	100		Bleeker St. & Fulton Ferry	1st Mortgage	694,000	7 J & J	1880	...	
Sept. 30, '74	6.82				Boston and Chelsea N.Y.	110,000	110,000			8,900	7,478	6.8	100	100		Brooklyn (Brooklyn)	1st Mortgage	200,000	7 J & D	1892	...	
Sept. 30, '74	13.87	297	58		Broadway (Brooklyn) N.Y.	469,264	200,000	200,000	47,531	311,548	32,599	12	100	100		Broadway and 7th Avenue	1st Mortgage	600,000	7 " 1884	...		
Sept. 30, '74	16.25	1,200	148		B'dway & 7th Av. (N.Y.C.) N.Y.	3,900,100	2,100,000	1,500,000	230,000	980,392	287,962	6	100	100		Brooklyn, Bath & Coney I.	1st Mortgage	80,000	7 J & J	1890	...	
Sept. 30, '74	7.58	4	32		Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		56,957	24,616		100	100		Brooklyn City	1st Mortgage	300,000	7 " 1882	...		
Sept. 30, '74	81.50	2091	429		Brooklyn City N.Y.	2,430,000	2,000,000	300,000	70,000	1,514,444	313,016	14	10	10		Brooklyn City & Newtown	1st Mortgage	400,000	7 J & D	1879	...	
Sept. 30, '74	18.50	264	74		Brooklyn City & Newtown N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100		Brooklyn Cross-Town	1st Mortgage	300,000	7 J & J	1888	...	
Sept. 30, '74	19.98	301	64		Brooklyn, Cross-Town N.Y.	717,872	395,000	300,000	2,300	174,928	32,566		100	100		Buffalo Street	1st Mortgage	100,000	7 J & J	1880	...	
Sept. 30, '74	10.50	402	80		Buffalo East Side N.Y.	166,389	28,000		139,323	182,551	103,572		100	100		Bushwick	1st Mortgage	100,000	7 M & N	1893	...	
Sept. 30, '74	17.02	380	92		Buffalo street N.Y.	628,262	100,000	481,000	147,408	287,587	107,922	10	100	100		Cambridge (Boston)	1st Mortgage	300,000	7 J & J	1888	...	
Sept. 30, '74	11.00	157	31		Bushwick (Brooklyn) N.Y.	400,850	302,000	102,000	2,065	77,023	6,919		100	100		Cambridge (Boston)	1st Mortgage	100,000	7 J & J	1880	...	
Sept. 30, '74	29.31				Cambridge (Boston) Mass.	800,500	800,500	150,000		75,045	75,045	9	100	100	104	Central Park, N. & E. River	1st Mortgage	18,500	6 " 1891	...		
Sept. 30, '74	24.00	1026	142		Can. P. N. & E.R. (N.Y.C.) N.Y.	2,011,292	1,676,700	1,200,000	11,111	731,709	103,128	4	100	100		Central Park, N. & E. River	1st Mortgage	550,000	7 F & A	1892	...	
Oct. 31, '74	9.11	330	48		Citizens' (Phila.) Pa.	232,476	192,750			303,451	103,068	44	50	191		2d Mortgage	650,000	7 M & N	1890	...		
Oct. 31, '74	9.07	212	36		Citizens' (Pittsburg) Pa.	179,870	184,900	50,000	4,000	192,301	38,976	21	50	46		Coney Island & Brooklyn	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	15.03	240	24		Coney Island & Brooklyn N.Y.	718,769	600,000	307,000	37,845	225,020	71,312		100	100		D. Dock, E. Bdw. & Battery	1st Mortgage	916,000	7 J & D	1891	...	
Sept. 30, '74	11.2	1010	184		Dry Dock, E.B. & B. (N.Y.C.) N.Y.	1,125,403	1,300,000	915,500		901,750	260,595	8	100	100		Eighth Avenue (N.Y.)	1st Mortgage	203,000	7 J & J	1890	...	
Oct. 31, '74	1.65	10	3		Easton and S. Easton Pa.	29,562	29,562			8,000	1,801	7	25	25		Empire	1st Mortgage	150,000	7 " 1890	...		
Sept. 30, '74	10.00	1105	132		Elgin Avenue (N.Y. City) N.Y.	1,732,903	1,000,000	203,000	95,000	822,459	135,940	12	100	100		42d St. & G'd St. Ferry (N.Y.)	1st Mortgage	230,000	7 A & O	1883	...	
Oct. 31, '74	7.75				Empire (Philadelphia) Pa.	106,000		200,000		139,836	12,460		50			Frankford and Southwark	1st Mortgage	155,500	7 J & J	1877	...	
Oct. 31, '74	5.59	61	24		Federal St. & Pl. Val. (Phg.) Pa.	149,311	77,925	75,000		48,209	9,719		25	25		2d Mortgage	100,000	7 M & N	1891	...		
Sept. 30, '74	10.20	540	72		42d St. & G'd St. F. (N.Y.C.) N.Y.	1,054,679	748,000	236,000	51,111	346,778	45,224	9	100	100		Coney Island & Brooklyn	1st Mortgage	307,000	7 J & J	1877	...	
Oct. 31, '74	17.37	401	55		Frankford & Southwark (Ph.) Pa.	851,309	500,000	300,000		422,918	92,311	10	50	50	70	D. Dock, E. Bdw. & Battery	1st Mortgage	916,000	7 J & D	1891	...	
Sept. 30, '74	4.00	26			Genesee & Water St. (Syr.) N.Y.	67,970	42,500	19,000		21,538	7,931		100	100		Eighth Avenue (N.Y.)	1st Mortgage	203,000	7 J & J	1890	...	
Oct. 31, '74	34.09	367	63		Germantown (Phila.) Pa.	601,719	300,000	350,000		406,111	98,312	6	50	31	81	Empire	1st Mortgage	150,000	7 " 1890	...		
Sept. 30, '74	8.00	200	40		G'd St. & Newtown (B'k'n) N.Y.	314,968	170,000	90,000	18,492	91,991	10,159		100	100		42d St. & G'd St. Ferry (N.Y.)	1st Mortgage	230,000	7 A & O	1883	...	
Sept. 30, '74	8.00	200	40		G'd St. Prop. P. & Flatb. N.Y.	455,716	200,000	200,000	90,861	143,338	53,534		100	100		Frankford and Southwark	1st Mortgage	155,500	7 J & J	1877	...	
Oct. 31, '74	7.2	200	42		Green and Coates st. (Phila.) Pa.	256,701	150,000	100,000		179,333	79,313	4	50	50	631	2d Mortgage	100,000	7 M & N	1891	...		
Sept. 30, '74	11.95	171	24		Harlem Br. Morr. & F'dham N.Y.	297,190	292,100	133,000		94,334	20,778		100	100		Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	11.68	398	60		Hous. W. st. & Pavia N.Y.	700,000	238,750	478,500		307,331	83,911	10	50	50	341	Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Oct. 31, '74	11.34	351	63		Hous. W. st. & Pavia N.Y.	402,379	300,000	100,000	4,817	307,331	83,911	10	50	50	104	Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	6.50	292	33		Highland (Boston) Mass.	432,087	200,000	74,000	233,217	195,067	38,566	9	100	100		Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	10.50	120	32		Jamaica, Woodh. & B'klyn N.Y.	100,000	100,000			25,495	278		100	100		Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	3.86	33			Kingston and Rondout N.Y.	91,707	75,000		6,000	21,755	1,039		100	100		Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Oct. 31, '74	11.32	123	21		Lombard and South st. (Ph.) Pa.	179,816	150,000	90,000		101,819	39,412	10	55	121	321	Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	4.87	43			Lowell House Mass.	97,309	93,100		4,500	29,317	243		100	100		Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	12.02	241	37		Lynn and Boston Mass.	291,296	300,000	36,500	67,609	169,905	14,817	3	100	100		Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	3.45				Medford & Charleat. (B'tn) Mass.	33,414	21,000			800	780		100	100		Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	5.30	64	15		Merrimack Valley Mass.	80,390	60,000			36,063	2,571		100	100		Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	49.21	1396	236		Metropolitan (Boston) Mass.	2,621,673	1,600,000	187,000	384,196	1,093,838	150,802	8	100	100	541	Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	15.97	312	63		Middlesex (Boston) Mass.	684,881	400,000	228,000	235,518	252,795	63,293		100	100	70	Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	3.82	33			New Bedford & Fairhaven Mass.	90,330	50,000		29,230	24,198	1,973		100	100		Grand St. & Flatbush	1st Mortgage	307,000	7 J & J	1877	...	
Sept. 30, '74	6.37	32			Newburyport & Amesbury Mass.	46,854	37,250		9,734	1,351	689											



**Alabama State Bonds.**

Mr. W. H. Hays, chairman of the Alabama bond holders in New York, has prepared a communication to the State Commissioners in regard to the adjustment of the State debt of Alabama. He takes the ground that the state can pay more than is promised in the recently published plan of the Commissioners, and claims that the averages of interest to July, 1876, should not be sacrificed. The direct indebtedness of the State, according to this communication, is \$14,718,178, from which \$2,586,000 are deducted, which are either improperly inserted in the statement or are placed at an exaggerated or excessive valuation. This leaves the balance of \$12,132,178 as the total direct debt. The following are the resources of the State;

Taxation of three-quarters of one per cent on \$150,000,000, the assessed value of property, produces.....	\$1,194,436
License tax.....	80,000

Total.....	\$1,274,436
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From which must be deducted:

Expenses of collection.....	\$65,000
Insolvencies and error.....	110,000
Lands bid in by the State.....	45,000
	220,000

Total.....	\$1,054,436
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Expenses of State government as per report of auditor to Constitutional Convention.....	265,000
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Total.....	\$789,436
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Thus the State is abundantly able to pay interest on \$12,132,178, the total debt at the rate of five per cent, which would be \$606,608, leaving a clear balance of \$182,827 at its command for extraordinary and special purposes if any such should arise.

The following propositions are submitted by the New York bondholders:

That new bonds should be issued to them for the face of existing bonds, payable in thirty years, with interest from July 1, 1876, at three per cent for three years, and interest at the rate of five per cent for the remaining twenty-seven years.

In respect to interest due on or before July 1, 1876, that the state should issue bonds for this indebtedness, payable in thirty years, with interest at the rate of four per cent, to commence five years from the date thereof.

That this is entirely practicable fully appears from the statistics:

Net revenue of State.....	\$789,436
Interest on \$12,132,178 at three per cent.	363,965

Total.....	\$425,470
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This sum in three years aggregates \$1,275,412, which would leave a surplus in the treasury of \$275,412 after the payment of the \$1,000,000 of old State certificates.

Springfield, Mass., at last rejoices in the completion of a new route to tide water, over the Springfield and New London and Connecticut Central Railroads, and the Connecticut Valley Road. The line has been leased for five years to the Connecticut Valley Railroad, which will at once take possession, using its own rolling stock. The Valley company pays the Springfield and New London company \$8000 for seven miles, or 4 per cent. on the capital stock, and the Connecticut Central \$28,000 for 21 miles of road. This rental insures

the city of Springfield 4 per cent. on its investment, and guarantees the interest at 7 per cent. on all the bonds authorized by the Connecticut Central. Trains will be put on at once.

**Interest and Dividends.**

The interest on the bonds of the Hannibal and St. Joseph Railroad Company maturing Jan. 1, 1876, also on \$3,000,000 Missouri State 6 per cent bonds, known as the Hannibal and St. Joseph issue, will be paid on and after Jan. 1, at the Bank of North America.

Messrs. Drexel, Morgan & Co. will pay, on and after Jan. 1, the interest due on the first mortgage seven per cent coupons of the Louisville and Nashville Railroad Company, the first mortgage seven per cent coupons of the Nashville and Decatur Railroad Company, and the first mortgage eight per cent gold coupons of the South and North Alabama Railroad Company.

The coupons of the first mortgage bonds of the Central Pacific Railroad Company, the Western Pacific Railroad Company, and the California and Oregon Railroad Company, due January 1, 1876, will be paid in gold at the office of Fisk and Hatch, No. 5 Nassau street.

The coupons due January 1st on the South Pacific Railroad Company first mortgage bonds, and the second mortgage bonds of the Missouri Pacific Railroad, will be paid, on presentation, on and after Jan. 3, 1876, at the National Bank of Commerce, in New York.

The coupons due January 1st, of the North Missouri Railroad first mortgage bonds, will be paid at the National Bank of Commerce, in New York, on and after January 3, 1876.

The coupons due Jan. 1, 1876, from the bonds of the Cedar Falls and Minnesota Railroad Company will be paid on and after Jan. 3, on presentation to J. S. Kennedy & Co., No. 41 Cedar st.

The coupons due Jan. 1, 1876, on the mortgage bonds of the Galveston, Houston and Henderson Railroad Company of 1871, will be paid in gold by F. P. James & Co., No. 40 Wall st.

Coupons of the Sioux City and Pacific Railroad Company, due Jan. 1, 1876, will be paid at the National Park Bank, New York.

The coupons on the first mortgage gold bonds of the Houston and Texas Central Railroad Company, maturing Jan. 1, 1876, will be paid at the National City Bank.

The January interest of the first mortgage coupon bonds and the second mortgage registered bonds of the Buffalo, New York and Philadelphia Railroad Company will be paid on and after the 3d proximo, at the office of the Farmers' Loan and Trust Company, No. 26 Exchange Place, New York.

The Bangor Whig is informed by Hon. Noah Woods, Treasurer of the European and North American Railway Company, that the six months' interest due on the city loan of \$1,000,000 to that road, on the first of January, 1876, is provided for, and will be promptly paid at the agencies in Bangor and Boston.

The interest due Jan. 1, 1876, on the bonds of the Virginia and Tennessee, Southside, and Norfolk and Petersburg Railroad Companies, and payable in New York, will be paid at the First National Bank, New York; that payable in Petersburg, at Commercial National, Citizens' and

Bank of Petersburg; that payable at Lynchburg at the company's office, and that payable on interest certificates at the First National Bank, New York, or at the company's office, Petersburg or Lynchburg.

The interest on Illinois State bonds, due the first Monday of January, 1876, will be paid at the American Exchange National Bank, New York, from the 8d to the 20th of January, inclusive.

Coupons due Jan. 1, 1876, on the deficiency and funding debt bonds of the State of Texas will be paid at the Bank of New York. Pension bonds will be paid at the office of the State Treasurer at Austin, Texas.

The interest due Jan. 1, 1876, on the bonds issued by the State of Michigan will be paid at the American Exchange National Bank in New York.

**The Coal Trade.**

The quantity of anthracite sent from all the regions for the week ending on the 18th ult. was 212,440 tons, and of bituminous 59,032 tons, being a total of all kinds of 271,472 tons, against 152,842 tons in corresponding week last year, being an increase of 118,630 tons of anthracite and of 40,710 tons of bituminous, and a total increase of 423,626 tons. The quantity sent from all the regions so far this year is 19,837,165 tons anthracite, and 3,834,384 tons bituminous—total, 23,471,549; against 23,047,922 tons last year. Increase of anthracite, 112,606 tons; increase of bituminous, 118,630 tons; total increase, 423,626 tons. At Port Richmond for the week ending on the 24th instant there were receipts of 3500 tons of coal and shipments of 8500 tons, leaving 164,000 tons on hand. The quantity of coke and coal transported over the Pennsylvania Railroad for the last week was 97,221 tons, and for the year 4,182,910 tons, of which 3,845,644 was coal and 659,072 coke. This embraces all the coal carried both east and west. The receipts of coal at Perth Amboy for the week ending on the 18th ult. were 16,611 tons; total received during the season, 40,942 tons; shipments for the week, 7901 tons; total shipments for the season, 22,109 tons; leaving on hand 71,509 tons.

**Lee and Hudson Railroad.**

The Springfield Republican says that the friends of the Lee and Hudson Railroad are jubilant over the result of another hearing before Judge Colt, who has refused to make the injunction under which they now rest perpetual; and on the question of damages wanted by the Housatonic road, advises them to refer the matter to an auditor, if they cannot settle it. The proposed road is about 12 miles long, running from Lee to State line, and \$200,000 has already been expended in grading it. From Lee to Glendale it follows the bed of the Housatonic road, and the latter claim that it encroaches upon them in some places. It is estimated that \$150,000 more would finish the grading and lay the ties and rails, and it has been supposed that the Boston and Albany road would furnish the money and then run the road to get their interest, especially as Lee, which holds \$80,000 of the bonds, and the other towns, are willing to give up all their interest for the sake of having the road. The \$20,000 subscriptions are all paid in and the debts settled.

The survey of the Massillon and Coschocton (Ohio) railway has been completed.



## Finances of Ohio.

From the Annual Report of the Auditor of Ohio we learn that the balance in the Treasury at the close of the fiscal year 1874, to the credit of the several funds, was \$812,397 19. The receipts into the Treasury for the year, including balances and transfers, were \$6,467,283 42; disbursements for all purposes, including transfers of \$329,674 20, were \$5,037,484 90, leaving a total balance in the Treasury, Nov. 15, 1875, \$1,429,778 52. Against this balance there are outstanding warrants drawn by the Auditor and not redeemed by the Treasurer amounting to \$1,349,864 85.

The public funded debt of the State on the 15th of November, 1874, was \$7,988,205 30. The redemptions during the year were \$38,285 18. The net debt in counties Sept. 1, 1875, was \$3,044,578 90. Net debts in cities of the first and second class, \$20,250,722 11; of incorporated villages, \$931,862 64; of separate school districts, \$1,507,958 44. Total indebtedness of counties, townships, cities, villages, &c., \$25,057,588 21, showing an increase of the same over last year of \$4,071,580 85. The receipts for the coming year, including the balances in the Treasury, are estimated at \$6,619,293 52. The disbursements for the year are estimated at \$6,462,700 02. The total taxable valuation of property in the State for 1874 was \$1,580,370,824. The taxes levied in 1874, and receivable in 1875, upon this basis of valuation were: for State purposes, \$5,050,357 42; for county, city, town, village and local taxes, for schools, &c., \$15,748,079 57. Total county and local taxation, \$21,766,829 85. Total levies for all purposes in 1875, including delinquencies, \$27,614,729 16. The value of all real and personal estate of Ohio, according to the tax duplicate of 1875, is \$1,598,575,862. This increase in valuation of material wealth, in spite of hard times, indicates prosperity as well as care and efficiency in the collection of the revenue. It seems that the aggregate value of real estate in cities and villages augmented over \$11,000,000 last year, while in the country it diminished in the sum of \$525,214. During the same period the value of personal property was augmented \$7,539,230. The taxes to be collected for 1876, are: for State purposes, \$4,948,995 19; for county purposes, \$6,659,467 58; for township, city, school, and special taxes, \$16,344,508 60. Total levies for all purposes, including delinquencies, \$28,843,182 37.

An excursion train passed over the newly constructed Connecticut Central and Springfield and Long Meadows roads between Hartford and Springfield on the 22d ult. Regular trains will commence to run about January 1, the line from Hartford to Springfield having been leased by the Connecticut Valley road.

In the foreclosure of what is known as the fifth mortgage against the Erie Railway Company, proceedings in equity were commenced in the Pike County (Penn.) Court, on the 24th ult. H. J. Jewett was appointed Receiver with bonds at \$50,000.

The Portland and Ogdensburg Railroad has been completed to Johnson, Vt. The road is now running from Portland 191 miles, using the Boston, Concord and Montreal from Fabyan's to Scott's mills.

The Sacramento Record Union says: "It is reported concerning the suit between the California Pacific Railroad and its German bondholders, that compromise papers have been signed, sealed and delivered, and that terms regarding the payment of bonds are as they have heretofore been announced by the press. Further, that the California Pacific management bind themselves to bring the overland travel over this road; to relay the road bed with steel rails, and make Valjeo the terminus of the California and Oregon road."

Mr. W. L. Burt, President of the Utica, Ithaca and Elmira Railroad Company, having resigned his position as Postmaster of Boston, Mass., will hereafter take personal supervision of the affairs of the company, devoting his whole time to its business.

## HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

M. Brigham, J. H. Butts, Ag't,  
KINGSTON, N. Y. 95 LIBERTY ST., N. Y.

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Manufacture a superior quality of ROSENDALE CEMENT, (equal to any) put up in new barrels made by themselves, and well papered, and average 300 lbs. Cement to each barrel.

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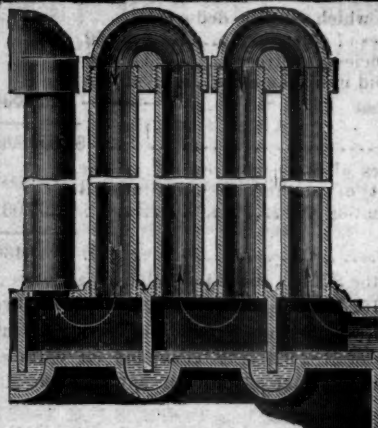
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## The Coal Mined in 1874.

A careful estimate of the coal production of the United States in 1874 shows that 24,281,471 tons of anthracite, 25,248,884 tons of bituminous and 1,217,020 tons of lignite were mined. The tons are the American ton of 2,000 pounds, and to reckon the above quantities in English or long tons, one eighth would have to be deducted from them. Pennsylvania is of course the greatest producer, for she mines not only all the anthracite, but nearly half the bituminous. Her total yield of coal is 36,547,615 tons, or 72 per cent. of the output for the whole country. Ohio, which is next in importance, produced only 8 per cent., Maryland 5 per cent. and Illinois 5 per cent., while no other State rose as high as 2 per cent.

Two things are very noticeable in the tabulated product of the States. First is the comparative insignificance of coal mining in some regions which are known to contain vast quantities of fuel—States which would be able to supply all the soft coal needed by the whole country for a century to come, but at present take but the smallest share in the work of warming our houses and running our steam engines. West Virginia mines but 1 1-2 per cent. of the total, and Alabama only one tenth of one per cent. The other point is the 1,217,020 tons of lignite mined in California, Wyoming, Colorado, Oregon, Washington, and Utah. This is a material very different and far more valuable from the fuel ordinarily known under the name of lignite, or brown coal. Upon its cheapness and abundance the prosperity of the great West depends to a large extent. It is the fuel of the Pacific railroad, and though but little used in the mining works, it must one day find a great market there.

The opening of the North Brookfield Railroad from North Brookfield to the East Brookfield station on the Boston and Albany Railroad took place on Thursday last.

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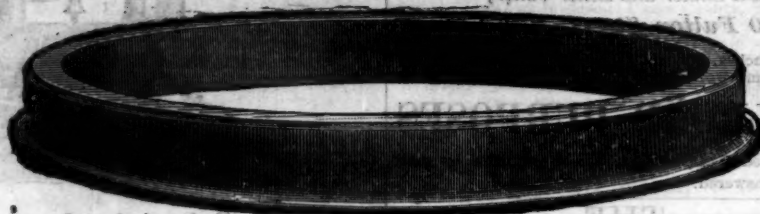
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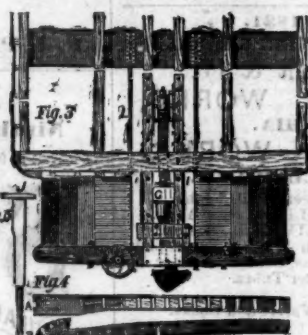
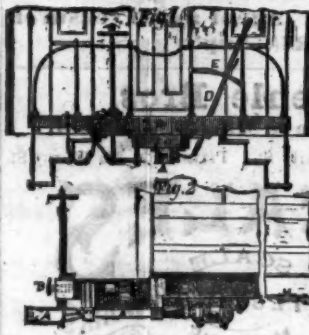
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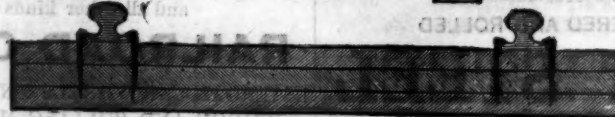
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